



**CTA Bus Slow Zone Study  
Final Project Report  
CTA Route #79  
79<sup>th</sup> Street**

**Prepared for:  
Chicago Transit Authority  
Chicago Department of Transportation**

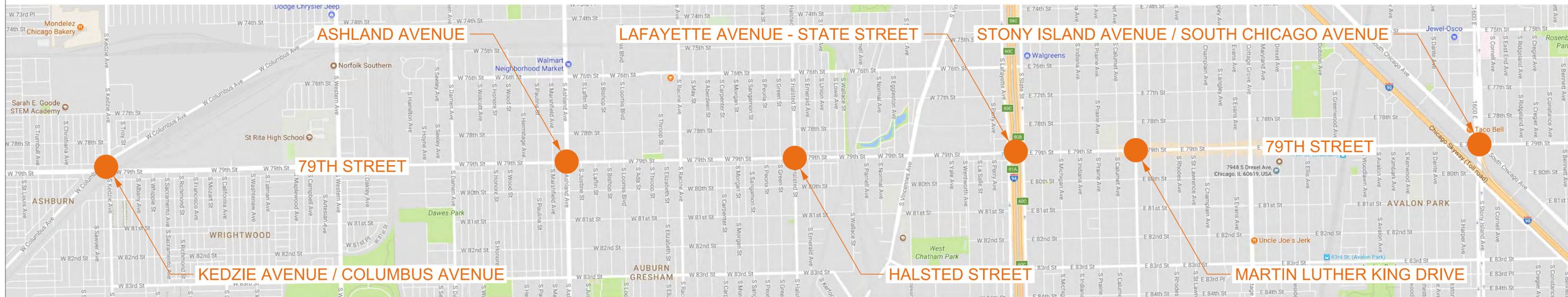
**By:  
Stanley Consultants Inc.  
EJM Engineering Inc.**

**Final  
June 2018**

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**EXHIBIT A – Project Location Map**



## **EXHIBIT B – CTA Training Map**

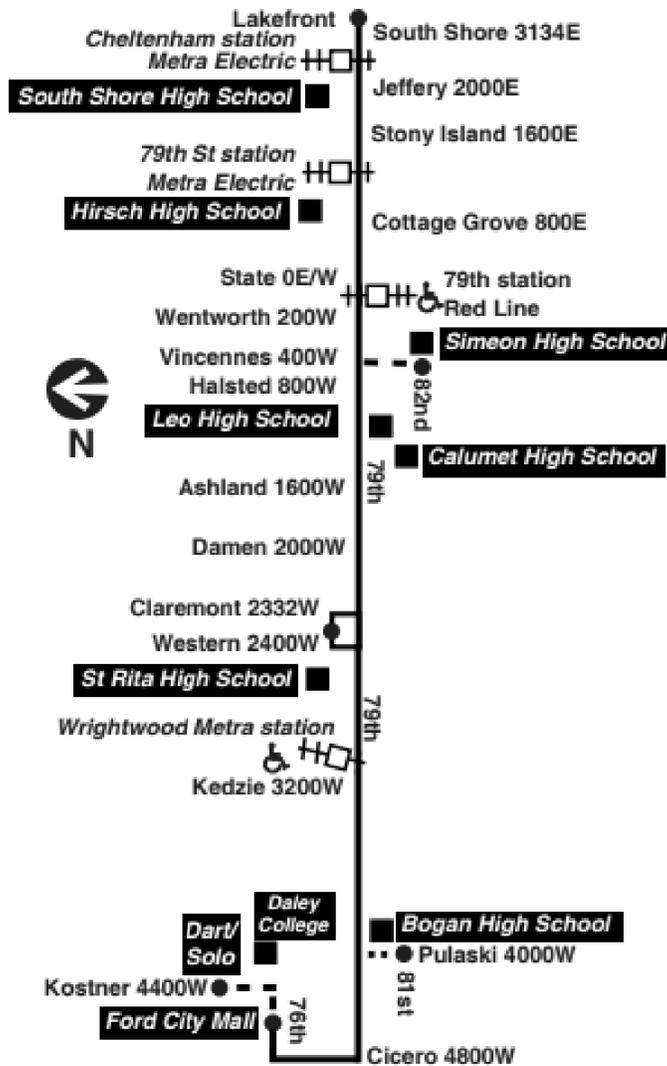
# Chicago Transit Authority

# 79

## 79th

Effective June 18, 2017

Additional service may be provided on school days,  
late August through June



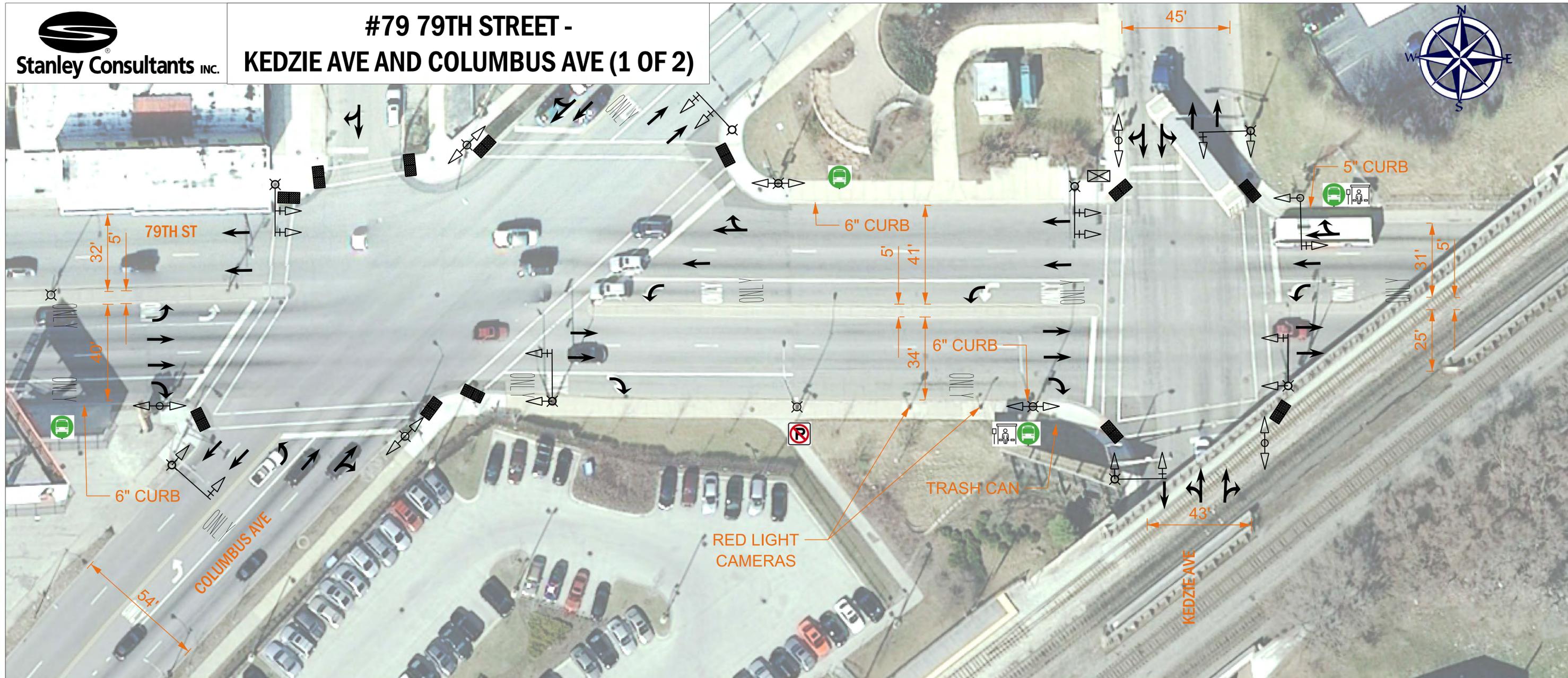
**N79 Night Owl Service**  
Lakefront to Western

**EXHIBIT B**

CHICAGO TRANSIT AUTHORITY  
CHICAGO DEPARTMENT OF TRANSPORTATION

**CTA BUS SLOW ZONES**  
**79TH STREET BUS ROUTE MAP**

## **EXHIBIT C – Physical Characteristics**



**LEGEND:**

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVVY STATION
- DETECTABLE WARNING AT PEDESTRIAN CROSSING

**NOTES:**

- ALL CROSSWALKS ARE INTERNATIONAL (PHOTO NOT CURRENT)**
- BUS SHELTERS ARE AT THE END OF THE SIDEWALK**
- NO LEFT TURN 7-9AM AND 4-6PM ON SB KEDZIE AVE**
- THE WIDTH OF COLUMBUS AVE NORTH OF 79TH ST IS 55 FT**

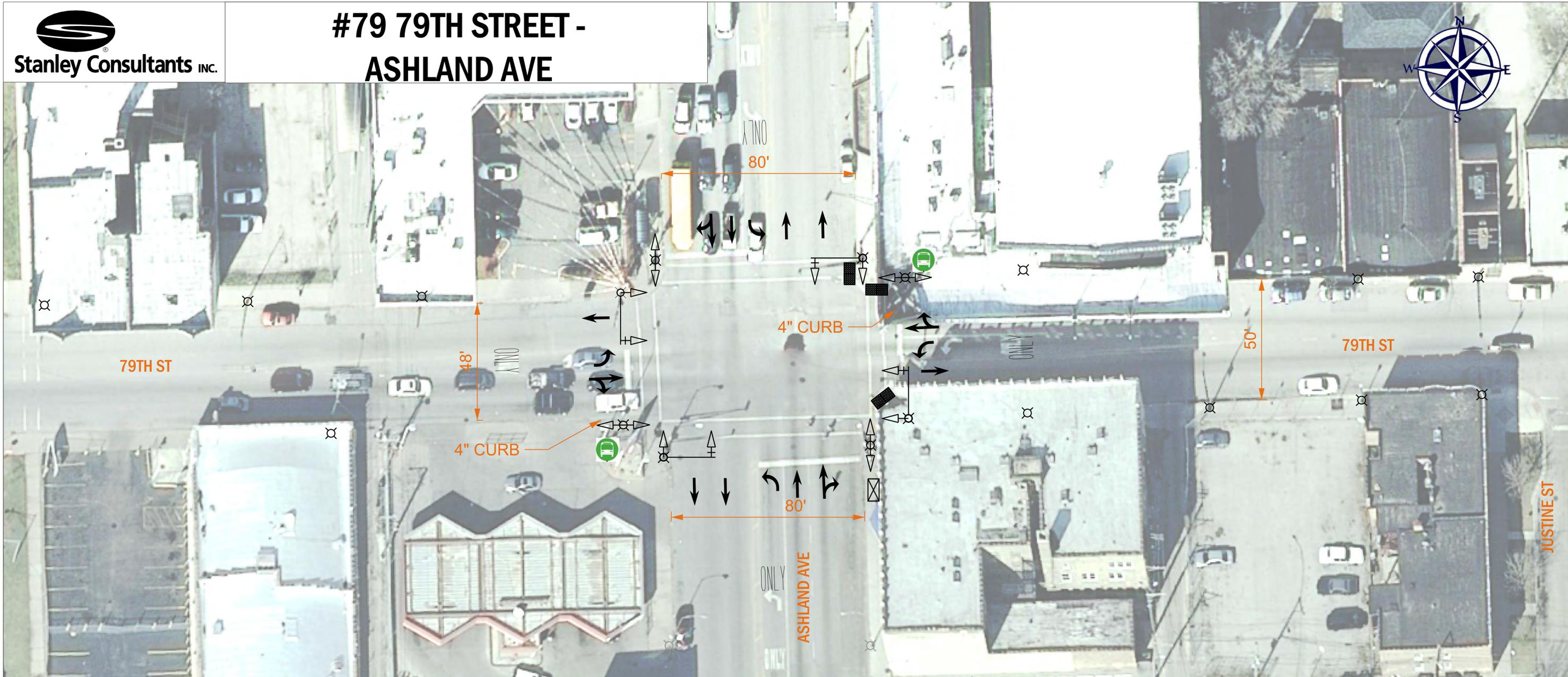


**LEGEND:**

-  LANE CONFIGURATION
-  LIGHT POLE
-  TRAFFIC SIGNAL MAST ARM
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-  CTA SUBWAY STAIRS
-  TRAFFIC SIGNAL POST
-  TRAFFIC SIGNAL CONTROLLER
-  LIGHTING CONTROLLER
-  DIVY STATION
-  DETECTABLE WARNING AT PEDESTRIAN CROSSING

**NOTES:**

**ALL CROSSWALKS ARE INTERNATIONAL (PHOTO NOT CURRENT)**



LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
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- LIGHTING CONTROLLER
- DIVY STATION
- DETECTABLE WARNING AT PEDESTRIAN CROSSING

NOTES:

**ALL CROSSWALKS ARE INTERNATIONAL (PHOTO NOT CURRENT)**

# #79 79TH STREET - HALSTED ST

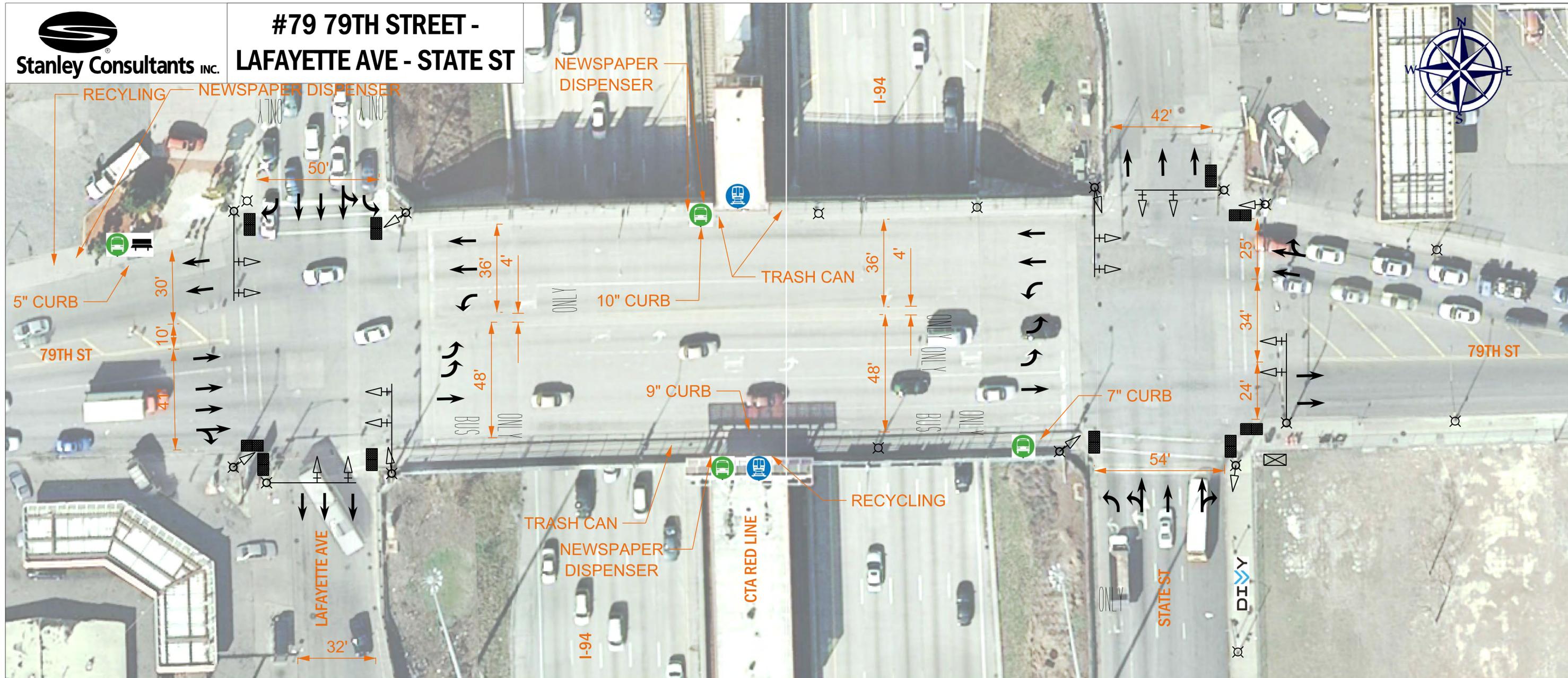


LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
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- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVVY STATION
- DETECTABLE WARNING AT PEDESTRIAN CROSSING

NOTES:

**ALL CROSSWALKS ARE INTERNATIONAL (PHOTO NOT CURRENT)**



**LEGEND:**

-  LANE CONFIGURATION
-  LIGHT POLE
-  TRAFFIC SIGNAL MAST ARM
-  TRAFFIC SIGNAL
-  TRAFFIC SIGNAL WITH BACKPLATE
-  BUS STOP
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-  TRAFFIC SIGNAL POST
-  TRAFFIC SIGNAL CONTROLLER
-  LIGHTING CONTROLLER
-  DIVY STATION
-  DETECTABLE WARNING AT PEDESTRIAN CROSSING

**NOTES:**

**ALL CROSSWALKS ARE INTERNATIONAL (PHOTO NOT CURRENT)**

# #79 79TH STREET - MARTIN LUTHER KING DR



**LEGEND:**

-  LANE CONFIGURATION
-  LIGHT POLE
-  TRAFFIC SIGNAL MAST ARM
-  TRAFFIC SIGNAL
-  TRAFFIC SIGNAL WITH BACKPLATE
-  BUS STOP
-  NO PARKING
-  BUS STOP WITH BENCH
-  BUS STOP WITH SHELTER
-  CTA SUBWAY STAIRS
-  TRAFFIC SIGNAL POST
-  TRAFFIC SIGNAL CONTROLLER
-  LIGHTING CONTROLLER
-  DIVVY STATION
-  DETECTABLE WARNING AT PEDESTRIAN CROSSING

**NOTES:**

**ALL CROSSWALKS ARE INTERNATIONAL (PHOTO NOT CURRENT)**



**LEGEND:**

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION
- DETECTABLE WARNING AT PEDESTRIAN CROSSING

**NOTES:**

**ALL CROSSWALKS ARE INTERNATIONAL (PHOTO NOT CURRENT)  
BUS SHELTERS ARE AT THE END OF SIDEWALK**



**LEGEND:**

-  LANE CONFIGURATION
-  LIGHT POLE
-  TRAFFIC SIGNAL MAST ARM
-  TRAFFIC SIGNAL
-  TRAFFIC SIGNAL WITH BACKPLATE
-  BUS STOP
-  NO PARKING
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-  TRAFFIC SIGNAL POST
-  TRAFFIC SIGNAL CONTROLLER
-  LIGHTING CONTROLLER
-  DIVY STATION
-  DETECTABLE WARNING AT PEDESTRIAN CROSSING

**NOTES:**

**ALL CROSSWALKS ARE INTERNATIONAL (PHOTO NOT CURRENT)**

## **EXHIBIT D – Travel Characteristics**

# TRAVEL CHARACTERISTICS

## #79 79TH ST - KEDZIE AVE AND COLUMBUS AVE

AVERAGE QUEUE LENGTH



### NORTH CURB OF 79TH STREET BETWEEN CHRISTIANA AVE AND ALBANY AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	-	4	-	4	-	6	-	4
LOADING FREQUENCY	-	5	-	5	-	5	-	5
QUEUE LENGTH (FT)	0 125	35 75	85 30	35 125	35 30	35 75	35 170	0 30

### FIELD OBSERVATIONS

#### NORTH CURB OF 79TH STREET BETWEEN CHRISTIANA AVE AND ALBANY AVE

1. WB TO NB RIGHT TURN FROM 79TH ST. ONTO KEDZIE AVE. IS DIFFICULT FOR SEMI TRUCKS TO COMPLETE.
2. BOTH WB STOPS ARE BEING USED.
3. VEHICLES STOPPED AT COLUMBUS AVE. SEEM DELAYED ON GREEN.
4. SB TO EB FROM KEDZIE AVE. LEFT TURNS ONTO 79TH ST. PROHIBITED DURING PEAK HOURS BUT COMMON FOR SB TO STILL TURN.
6. CONSIDERABLE TRUCK TRAFFIC ON 79TH ST.
7. MOST WB BUS RIDERS ALIGHT AT BUS STOP ON NE CORNER OF 79TH ST. AND KEDZIE AVE. AND CROSS KEDZIE AVE.
8. STARTING AROUND 5:30PM WB 79TH ST. QUEUE BACKS INTO KEDZIE AVE. INTERSECTION (USUALLY CLEARED OUT BEFORE KEDZIE AVE. HAD A GREEN LIGHT).

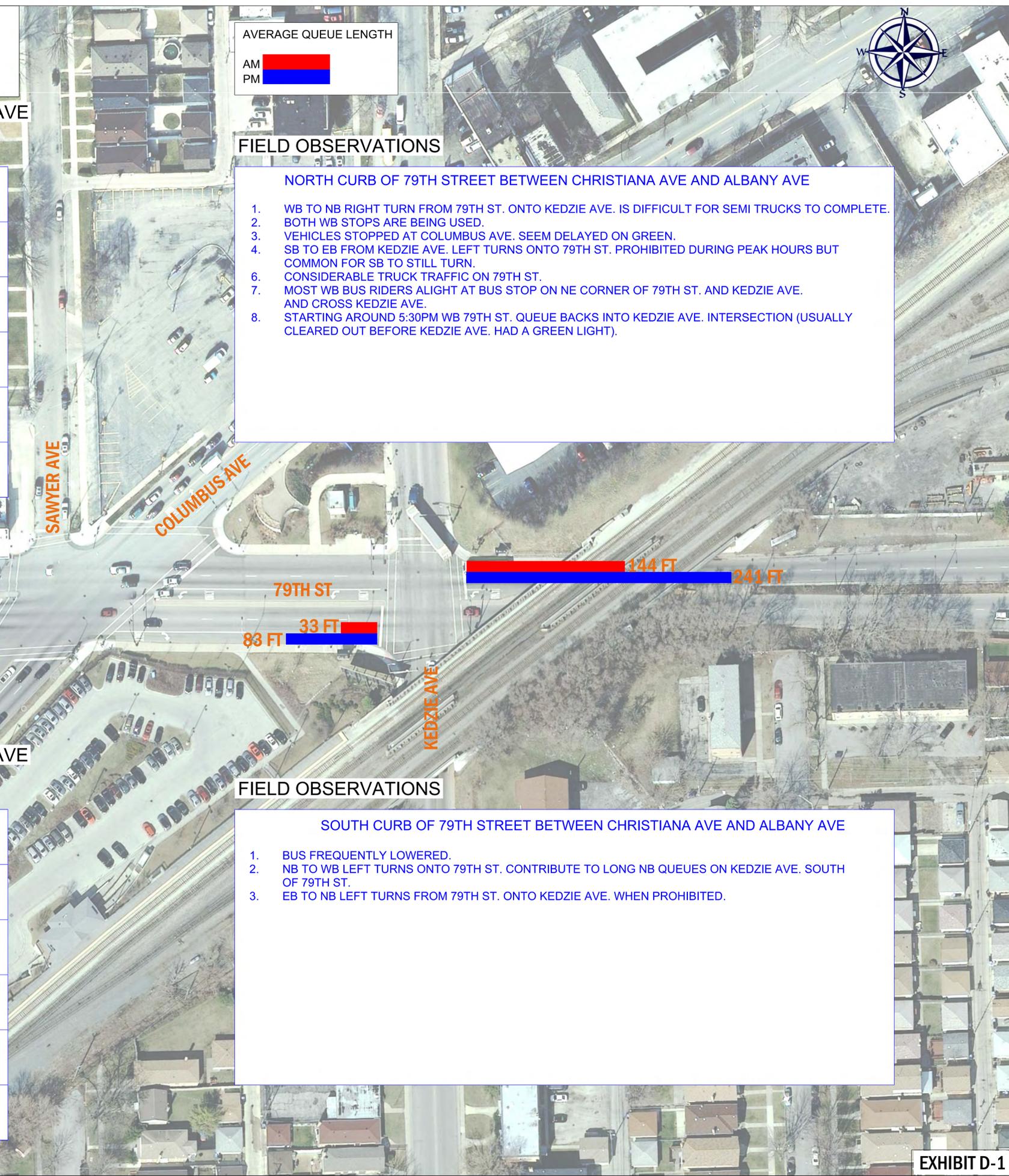
### SOUTH CURB OF 79TH STREET BETWEEN CHRISTIANA AVE AND ALBANY AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	-	1	-	1	-	1	-	1
LOADING FREQUENCY	-	1	-	2	-	1	-	1
QUEUE LENGTH (FT)	275 155	200 155	0 210	200 260	0 210	200 260	0 340	275 340

### FIELD OBSERVATIONS

#### SOUTH CURB OF 79TH STREET BETWEEN CHRISTIANA AVE AND ALBANY AVE

1. BUS FREQUENTLY LOWERED.
2. NB TO WB LEFT TURNS ONTO 79TH ST. CONTRIBUTE TO LONG NB QUEUES ON KEDZIE AVE. SOUTH OF 79TH ST.
3. EB TO NB LEFT TURNS FROM 79TH ST. ONTO KEDZIE AVE. WHEN PROHIBITED.



# TRAVEL CHARACTERISTICS

## #79 79TH ST - ASHLAND AVE

AVERAGE QUEUE LENGTH



### NORTH CURB OF 79TH STREET BETWEEN PAULINA ST AND LAFLIN ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	1	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	1	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	1 3	1 4	- 3	1 4	3 5	4 3	3 2	4 3
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	15 80	55 110	75 145	55 280	15 170	170 240	150 170	55 110

### FIELD OBSERVATIONS

#### NORTH CURB OF 79TH STREET BETWEEN PAULINA ST AND LAFLIN ST

1. CARS PARKED ON 79TH ST. BETWEEN ASHLAND ST. AND LAFLIN ST. ARE EMPLOYEES OF BUSINESSES.
2. TRAFFIC CLEARS EVERY CYCLE.
3. BUS BUNCHING ONLY OCCURS WITH WESTERN AND FORD CITY TERMINIS.
4. OVERALL CORRIDOR PAVEMENT IN POOR CONDITION.
5. CONDITION OF PAVEMENT AT 79TH ST. AND ASHLAND AVE. INTERSECTION IS POOR.

79TH ST

255 FT

134 FT

74 FT

163 FT

### SOUTH CURB OF 79TH STREET BETWEEN PAULINA ST AND LAFLIN ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	1	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	1	-	-	-	-	-	-	-
PARKING USAGE	1 11	4 11	5 9	3 9	4 12	7 13	7 13	10 11
LOADING FREQUENCY	- 1	- 1	- 2	- 1	- 1	1 -	3 -	1 1
QUEUE LENGTH (FT)	85 0	115 270	85 270	115 440	155 340	85 420	240 175	195 125

### FIELD OBSERVATIONS

#### SOUTH CURB OF 79TH STREET BETWEEN PAULINA ST AND LAFLIN ST

1. BUSES SEEM TO STAY AT PAULINA ST. STOP FOR A LONG TIME. CARS MOVE OUT IN FRONT OF THE BUS AND DO NOT LET IT IN.
2. BUSES FREQUENTLY BUNCHED WITH 2 OR 3 IN A ROW.
3. DURING THE PM PEAK HOURS, EB BACK OF QUEUE CONSISTENTLY BACKED UP BEYOND PAULINA ST.
4. SIDEWALK NEAR SOUTHWEST CORNER OF 79TH ST. AND ASHLAND AVE. BUS STOP IS IN POOR CONDITION.
5. SE CORNER OF 79TH ST. AND ASHLAND INTERSECTION PEDESTRIAN SIGNAL DOES NOT DISPLAY WALK OR COUNTDOWN.

# TRAVEL CHARACTERISTICS

## #79 79TH ST - HALSTED ST



### AVERAGE QUEUE LENGTH



### NORTH CURB OF 79TH STREET BETWEEN PEORIA ST AND UNION AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	1	-	-	-	-
PICK-UPS	-	1	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	-	-	-	-
PARKING USAGE	-	-	-	-	1	1	-	2
LOADING FREQUENCY	4	3	5	2	4	2	-	3
QUEUE LENGTH (FT)	195 0	195 130	240 160	240 130	155 160	155 195	110 140	110 160

### FIELD OBSERVATIONS

- NORTH CURB OF 79TH STREET BETWEEN PEORIA ST AND UNION AVE
- WB BUSES BUNCHED A COUPLE TIMES.
  - STOP SIGNS MAY BE SLOWING DOWN MORE BUSES THAN ISSUES AT SIGNALIZED INTERSECTIONS.

### SOUTH CURB OF 79TH STREET BETWEEN PEORIA ST AND UNION AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	1	-	1	-	-	-	-	-
PARKING USAGE	-	-	-	-	-	-	-	-
LOADING FREQUENCY	4	7	5	5	3	5	8	8
QUEUE LENGTH (FT)	120 0	170 150	170 105	385 150	120 150	235 75	170 185	235 240

### FIELD OBSERVATIONS

- SOUTH CURB OF 79TH STREET BETWEEN PEORIA ST AND UNION AVE
- LANE WIDTH AT BANK OF AMERICA NARROWS CAUSING BUSES TO NOT BE ABLE TO MOVE FORWARD EVEN WHEN THERE ARE NO VEHICLES DIRECTLY BLOCKING THEM.
  - EB BUSES FREQUENTLY BUNCHED IN THE AM.
  - MANY CARS PARKED ON 79TH ST. BETWEEN HALSTED ST. AND EMERALD AVE. ARE GOING TO RESTAURANT FOR FOOD/CARRY OUT.

# TRAVEL CHARACTERISTICS

## #79 79TH ST - LAFAYETTE AVE - STATE ST



AVERAGE QUEUE LENGTH

AM █  
PM █

### NORTH CURB OF 79TH STREET BETWEEN LAFAYETTE AVE AND STATE ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	1	-	1	-
DROP-OFFS	6	3	7	3	2	6	4	3
PARKING USAGE	-	-	-	-	-	-	-	-
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	80 45	65 45	65 20	65 45	45 65	65 45	80 20	105 20

### FIELD OBSERVATIONS

#### NORTH CURB OF 79TH STREET BETWEEN LAFAYETTE AVE AND STATE ST

- NO SIGNIFICANT OBSERVATIONS OF NOTE.

### SOUTH CURB OF 79TH STREET BETWEEN LAFAYETTE AVE AND STATE ST

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	4	1	1	-	2	3	2	2
DROP-OFFS	10	9	11	5	10	5	7	5
PARKING USAGE	-	-	-	-	-	-	-	-
LOADING FREQUENCY	-	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	0 > 280							

### FIELD OBSERVATIONS

#### SOUTH CURB OF 79TH STREET BETWEEN LAFAYETTE AVE AND STATE ST

- PAVEMENT MARKINGS ON BRIDGE ARE EXTREMELY WORN OUT AND DIFFICULT TO SEE, THIS LEADS TO SOME DRIVERS USING THE BUS LANE AS A THROUGH LANE.
- MANY DROP-OFFS OCCUR AT THIS LOCATION, BUT DO NOT SEEM TO SLOW DOWN BUS OPERATIONS.
- ON A FEW OCCASIONS DROP-OFFS SAT FOR SEVERAL MINUTES, THIS DID CAUSE DELAYS IN BUS ARRIVAL AND DEPARTURE.
- PEDESTRIANS CROSS MID-BRIDGE EVEN THOUGH THERE ARE NO CROSSINGS LOCATED ON THE BRIDGE.
- #75 BUS HAD HEAVY LOADING WHICH WOULD SOMETIMES CAUSE DELAYS TO THE OTHER BUSES.
- TRANSIT COPS PARKED IN BUS LANE FREQUENTLY CAUSING ISSUES.
- BUSES OFTEN WOULD STAND STILL FOR SEVERAL MINUTES AFTER LOADING.
- BUSES WERE FREQUENTLY BUNCHED TOGETHER.
- TRAFFIC FLOWED WELL AND USUALLY CLEARED DURING THE CYCLE FOR THE AM PEAK HOURS.
- HEAVY TRAFFIC DURING THE PM PEAK HOURS. THE TRAFFIC WAS FREQUENTLY PAST THE BRIDGE AND INTO THE 79TH ST. AND LAFAYETTE AVE. INTERSECTION.

71 FT  
38 FT

> 280 FT

PERRY AVE

79TH ST

LAFAYETTE AVE

79TH ST

STATE ST

WABASH AVE

# TRAVEL CHARACTERISTICS

## #79 79TH ST - MARTIN LUTHER KING DR



AVERAGE QUEUE LENGTH  
 AM █  
 PM █

### NORTH CURB OF 79TH STREET BETWEEN PRAIRIE AVE AND EBERHART AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	1	-	-	-	-	1
PICK-UPS	-	-	-	-	-	1	-	-
DROP-OFFS	-	-	-	1	-	-	-	-
PARKING USAGE	2 5	2 5	3 3	4 3	3 2	3 2	4 2	6 4
LOADING FREQUENCY	- 1	- 2	- -	- 2	- 1	- 2	- -	- 1
QUEUE LENGTH (FT)	50 120	50 120	100 40	65 40	165 95	165 95	100 60	65 200

### FIELD OBSERVATIONS

NORTH CURB OF 79TH STREET BETWEEN PRAIRIE AVE AND EBERHART AVE

- NO SIGNIFICANT OBSERVATIONS OF NOTE.

### SOUTH CURB OF 79TH STREET BETWEEN PRAIRIE AVE AND EBERHART AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	2	-	-
DROP-OFFS	2 1	- 1	- -	- -	- 1	- -	- -	- -
PARKING USAGE	2 12	3 11	2 11	2 12	3 11	2 11	5 11	4 10
LOADING FREQUENCY	- -							
QUEUE LENGTH (FT)	0 0							

### FIELD OBSERVATIONS

SOUTH CURB OF 79TH STREET BETWEEN PRAIRIE AVE AND EBERHART AVE

- FREE PARKING BETWEEN CALUMET AVE. AND MARTIN LUTHER KING DRIVE WAS OCCUPIED FOR MOST OF THE MORNING RUSH.
- NO MAJOR TRAFFIC BACKUPS.
- PARKING FROM CALUMET AVE. TO MARTIN LUTHER KING DRIVE DID DELAY SOME BUSES FROM REACHING THE INTERSECTION.
- TRAFFIC WOULD USUALLY CLEAR WITHIN THE LIGHT CYCLE DURING BOTH THE AM AND PM PEAK HOURS.

█ 95 FT  
█ 96 FT

# TRAVEL CHARACTERISTICS

## #79 79TH ST - STONY ISLAND AVE / SOUTH CHICAGO AVE



### NORTH CURB OF 79TH STREET BETWEEN STONY ISLAND AVE AND EAST END AVE

	7:00 AM 4:00 PM	7:15 AM 4:15 PM	7:30 AM 4:30 PM	7:45 AM 4:45 PM	8:00 AM 5:00 PM	8:15 AM 5:15 PM	8:30 AM 5:30 PM	8:45 AM 5:45 PM
DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	-	-	-	-	-	-	-	-
DROP-OFFS	-	-	-	-	1	1	-	-
PARKING USAGE	-	1	1	1	1	1	1	-
LOADING FREQUENCY	4	1	1	2	1	1	2	-
QUEUE LENGTH (FT)	45 320	65 160	15 40	180 85	245 115	135 115	210 225	90 285

#### AVERAGE QUEUE LENGTH



### FIELD OBSERVATIONS

#### NORTH CURB OF 79TH STREET BETWEEN STONY ISLAND AVE AND EAST END AVE

1. EB TRAFFIC DID NOT ALWAYS CLEAR DURING THE CYCLE.
2. ONLY 3-4 LEFT TURNS CAN CLEAR A CYCLE DUE TO PERMITTED ONLY MOVEMENT.
3. WB TO SB LEFT TURN FROM 79TH ST ONTO STONY ISLAND AVE. QUEUE CONSISTENTLY BUILDS UP BEYOND STORAGE.
4. THERE WERE MANY QUICK STOPS AT THE LIQUOR STORE BETWEEN CORNELL AVE. AND EAST END AVE.
5. HIGH TURNING MOVEMENTS ON WB 79TH ST. (BOTH LEFT TURNS AND RIGHT TURNS).

### SOUTH CURB OF 79TH STREET BETWEEN STONY ISLAND AVE AND EAST END AVE

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DISABLED USAGE	-	-	-	-	-	-	-	-
PICK-UPS	1	-	-	1	-	1	-	-
DROP-OFFS	-	-	-	1	-	-	-	-
PARKING USAGE	1	2	4	4	2	4	-	1
LOADING FREQUENCY	1	-	-	-	-	-	-	-
QUEUE LENGTH (FT)	-	-	-	-	-	-	-	-

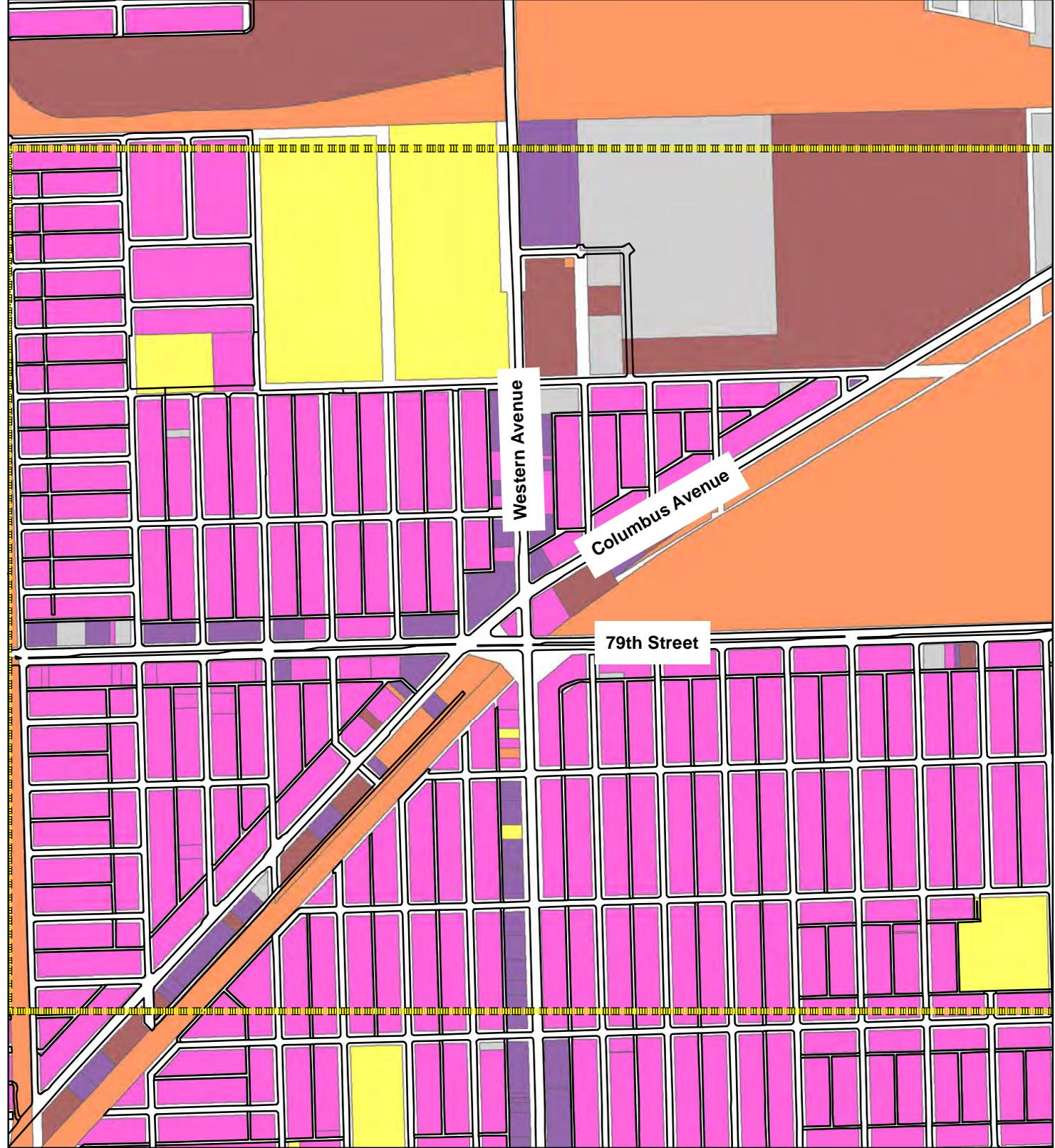
### FIELD OBSERVATIONS

#### SOUTH CURB OF 79TH STREET BETWEEN STONY ISLAND AVE AND EAST END AVE

1. MANY EB BUSES GET HELD UP BY THE LIGHT.
2. TRAFFIC WAS LIGHT DURING THE AM PEAK HOURS.
3. TRAFFIC IS NOT CHANNELIZED WELL GOING INTO INTERSECTION.
4. TRAFFIC WAS HEAVY DURING THE PM PEAK HOURS. VEHICLES IN THE BACK OF STORAGE TOOK 2-3 CYCLES TO CLEAR.
6. EB TO NB LEFT TURN FROM 79TH ST. ONTO STONY ISLAND AVE. QUEUES BUILD BEYOND STORAGE CONSISTENTLY.



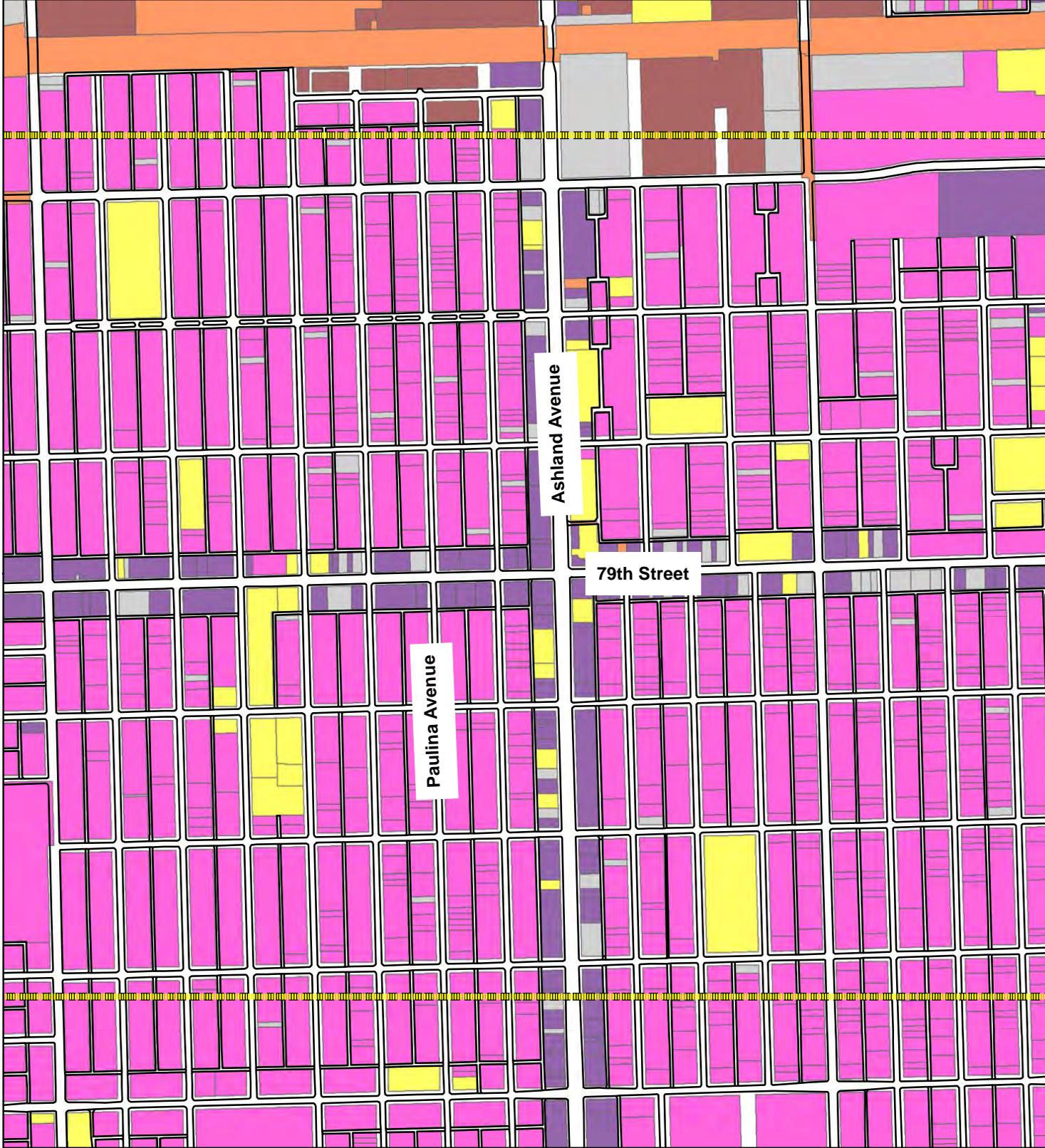
## **EXHIBIT E – Socioeconomic and Land Use Maps**



**CTA Bus Slow Zones Project - Existing Landuse**  
**79th Street at the Kedzie Avenue-Columbus Avenue Triangle**



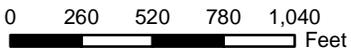
- |   |   |  |
|---|---|--|
|  Residential               |  Industrial                              |  Vacant       |
|  Commercial                |  Agricultural                            |  Construction |
|  Institutional             |  Transportation-Communications-Utilities |  Unknown      |
|  Project Corridor Boundary |   |  |

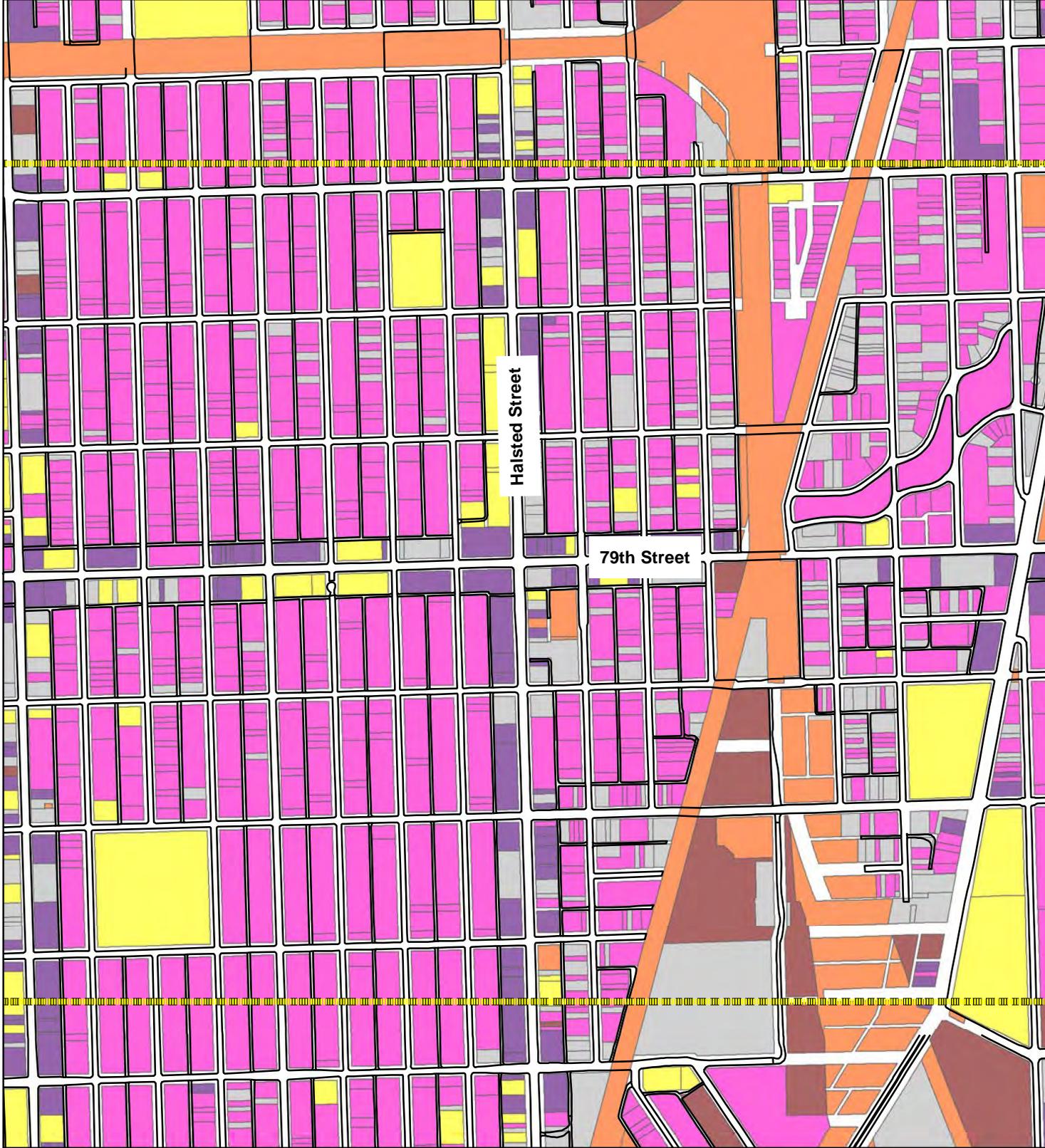


### CTA Bus Slow Zones Project - Existing Landuse

#### 79th Street at Ashland Avenue

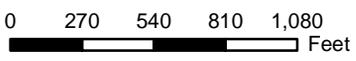
- |   |   |  |
|---|---|--|
|  Residential               |  Industrial                              |  Vacant       |
|  Commercial                |  Agricultural                            |  Construction |
|  Institutional             |  Transportation-Communications-Utilities |  Unknown      |
|  Project Corridor Boundary |   |  |



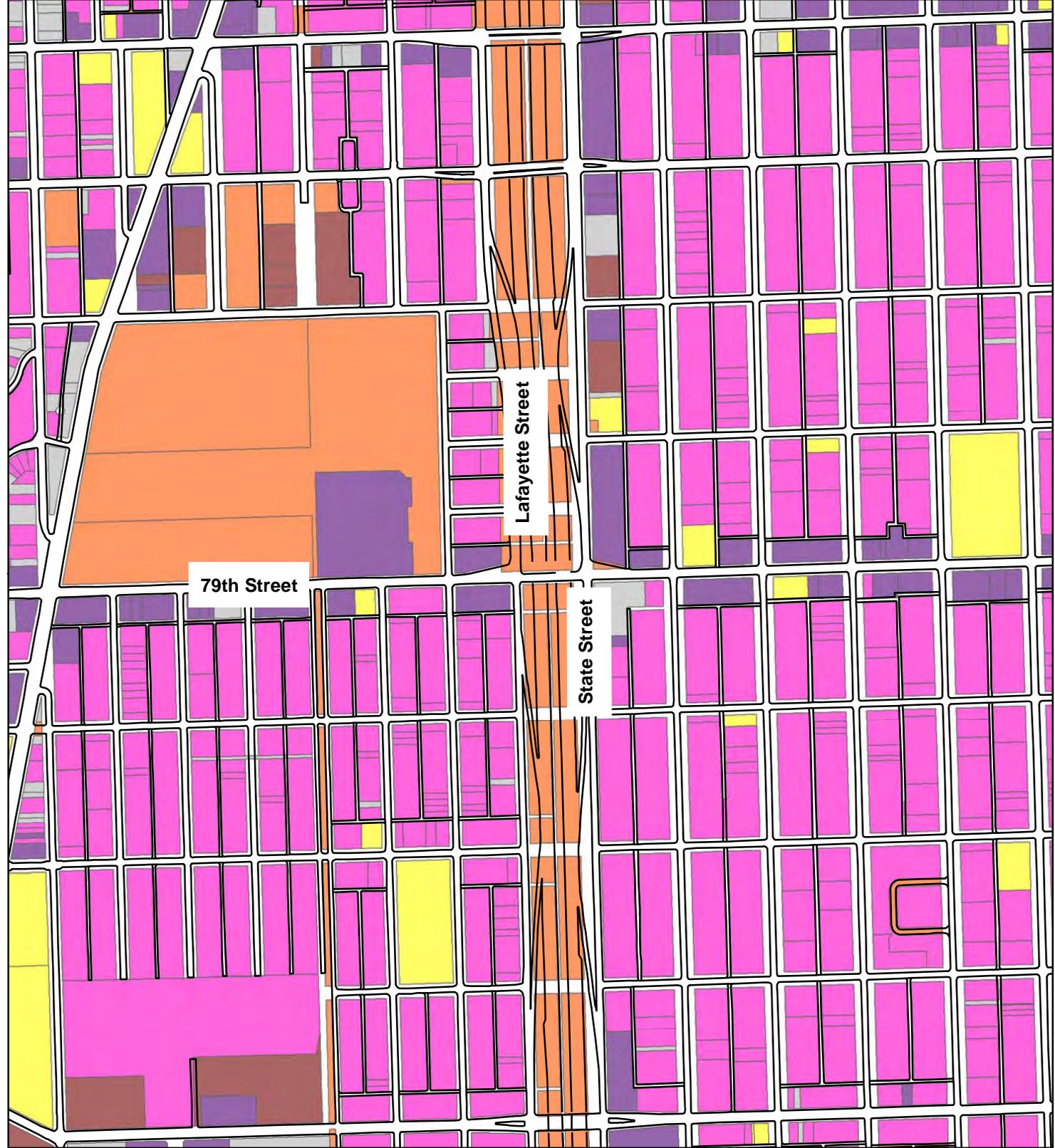


### CTA Bus Slow Zones Project - Existing Landuse

#### 79th Street at Halsted Street



- |   |   |  |
|---|---|--|
|  Residential               |  Industrial                              |  Vacant       |
|  Commercial                |  Agricultural                            |  Construction |
|  Institutional             |  Transportation-Communications-Utilities |  Unknown      |
|  Project Corridor Boundary |   |  |



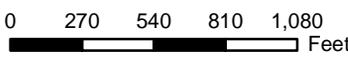
**CTA Bus Slow Zones Project - Existing Landuse**  
**79th Street at the Lafayette Avenue - State Street**



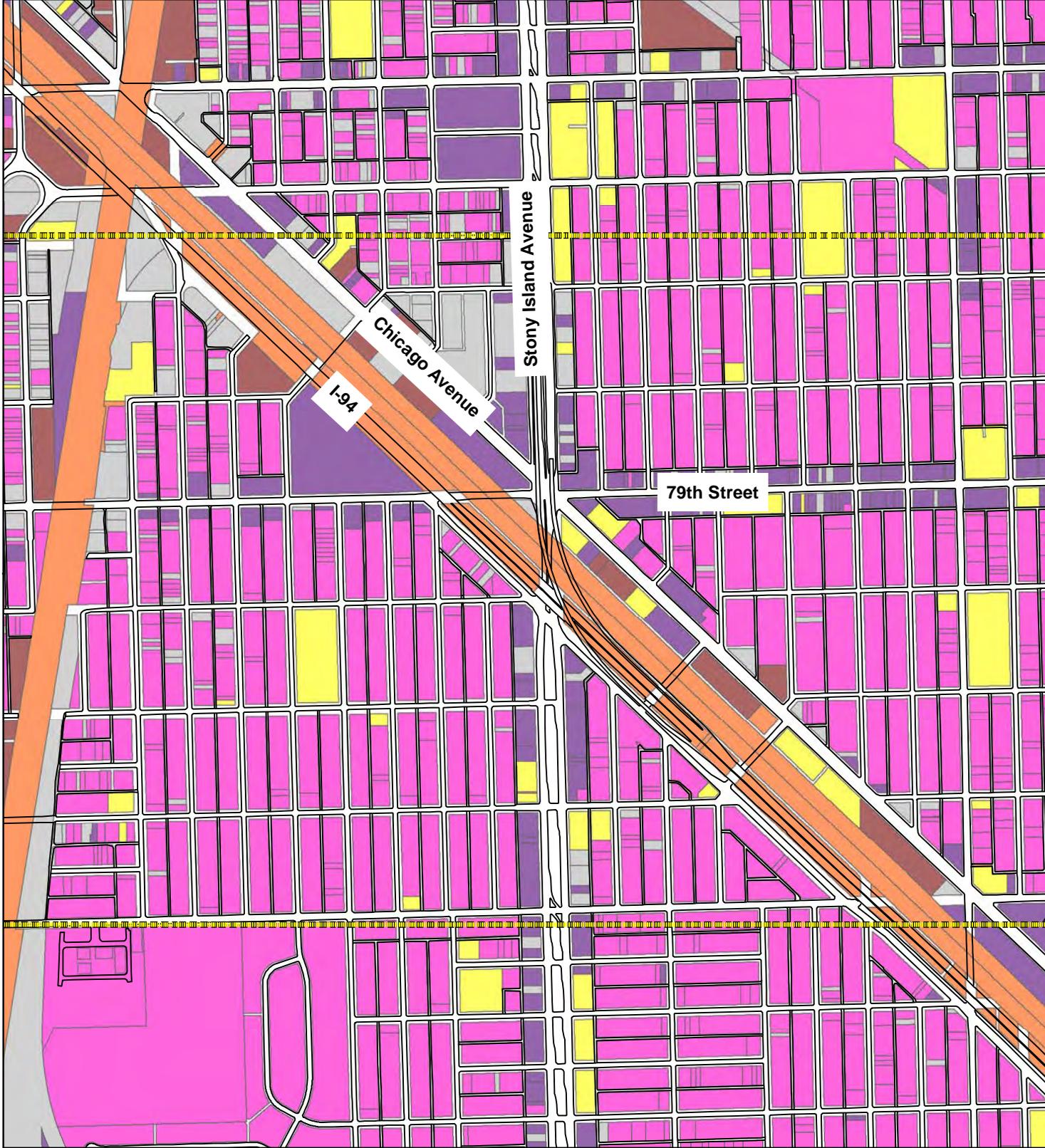
- |   |   |  |
|---|---|--|
|  Residential               |  Industrial                              |  Vacant       |
|  Commercial                |  Agricultural                            |  Construction |
|  Institutional             |  Transportation-Communications-Utilities |  Unknown      |
|  Project Corridor Boundary |   |  |



**CTA Bus Slow Zones Project - Existing Landuse**  
**79th Street at Martin Luther King Drive**



- |   |   |  |
|---|---|--|
|  Residential               |  Industrial                              |  Vacant       |
|  Commercial                |  Agricultural                            |  Construction |
|  Institutional             |  Transportation-Communications-Utilities |  Unknown      |
|  Project Corridor Boundary |   |  |



### CTA Bus Slow Zones Project - Existing Landuse

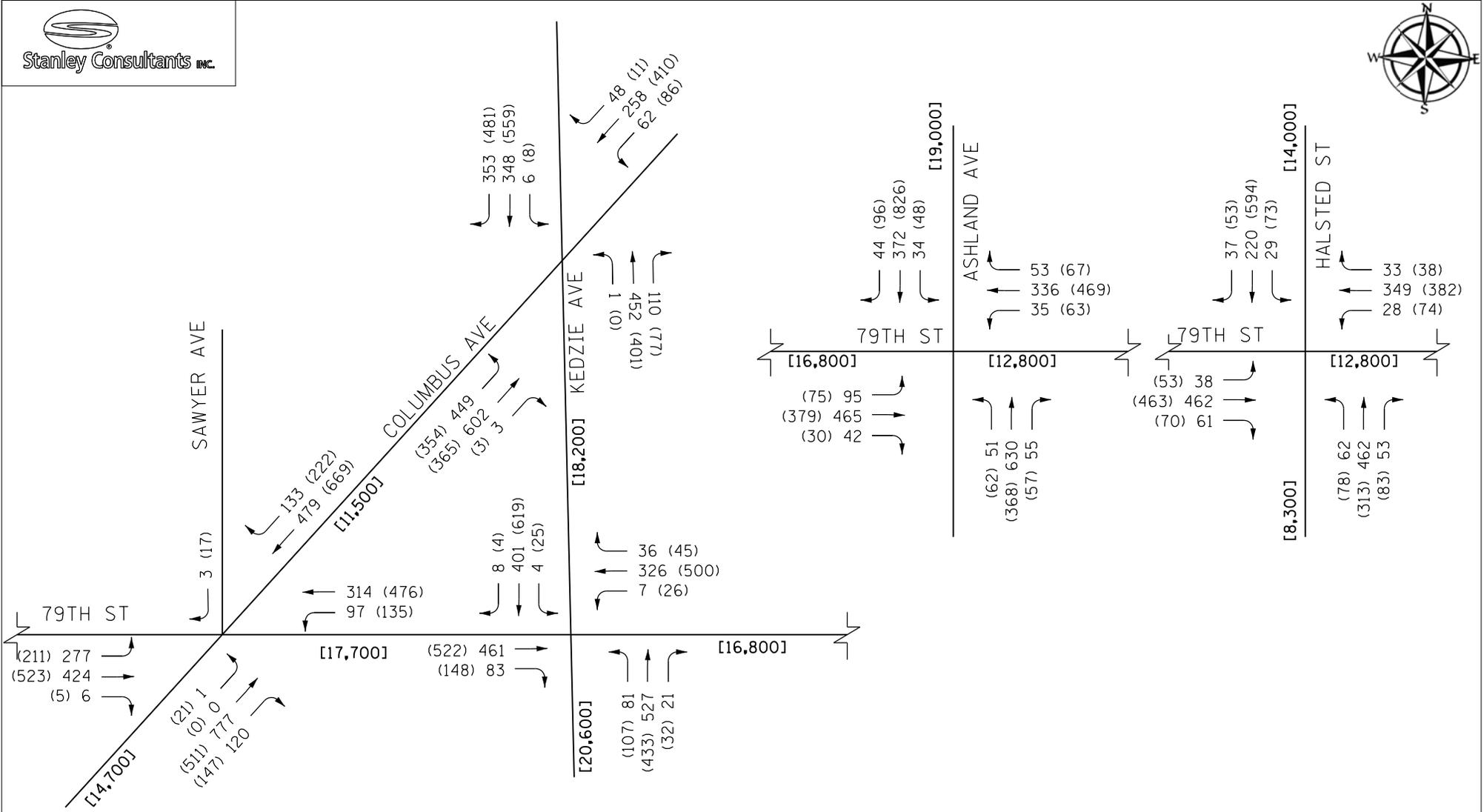
#### 79th Street at the Stony Island Boulevard-Chicago Avenue Triangle

- |   |   |  |
|---|---|--|
|  Residential               |  Industrial                              |  Vacant       |
|  Commercial                |  Agricultural                            |  Construction |
|  Institutional             |  Transportation-Communications-Utilities |  Unknown      |
|  Project Corridor Boundary |   |  |

**EXHIBIT E-6**



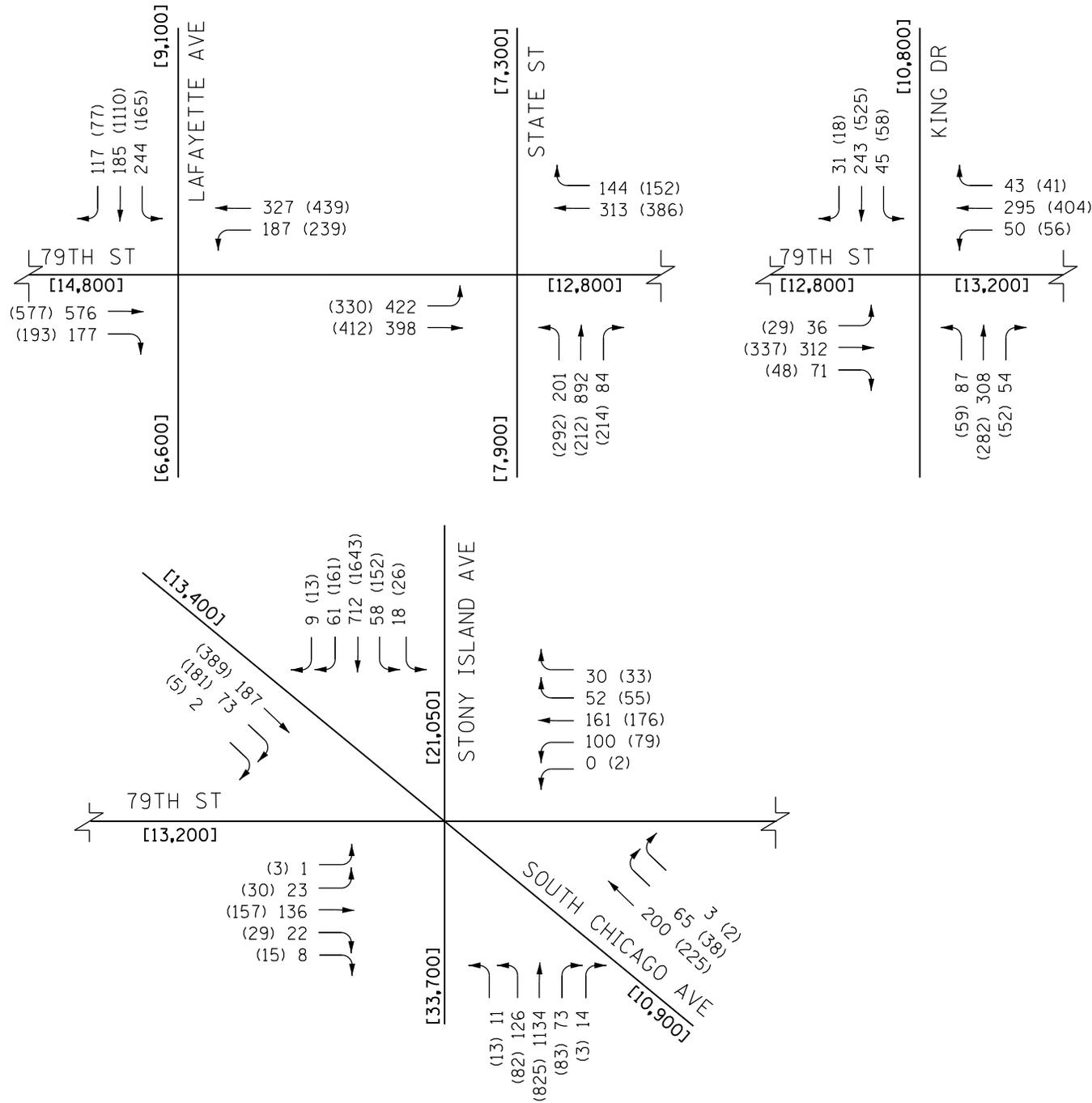
**EXHIBIT F – Existing ADT/DHV**



LEGEND  
 AM VOLUME/(PM VOLUME)  
 [ADT]

EXHIBIT F-1

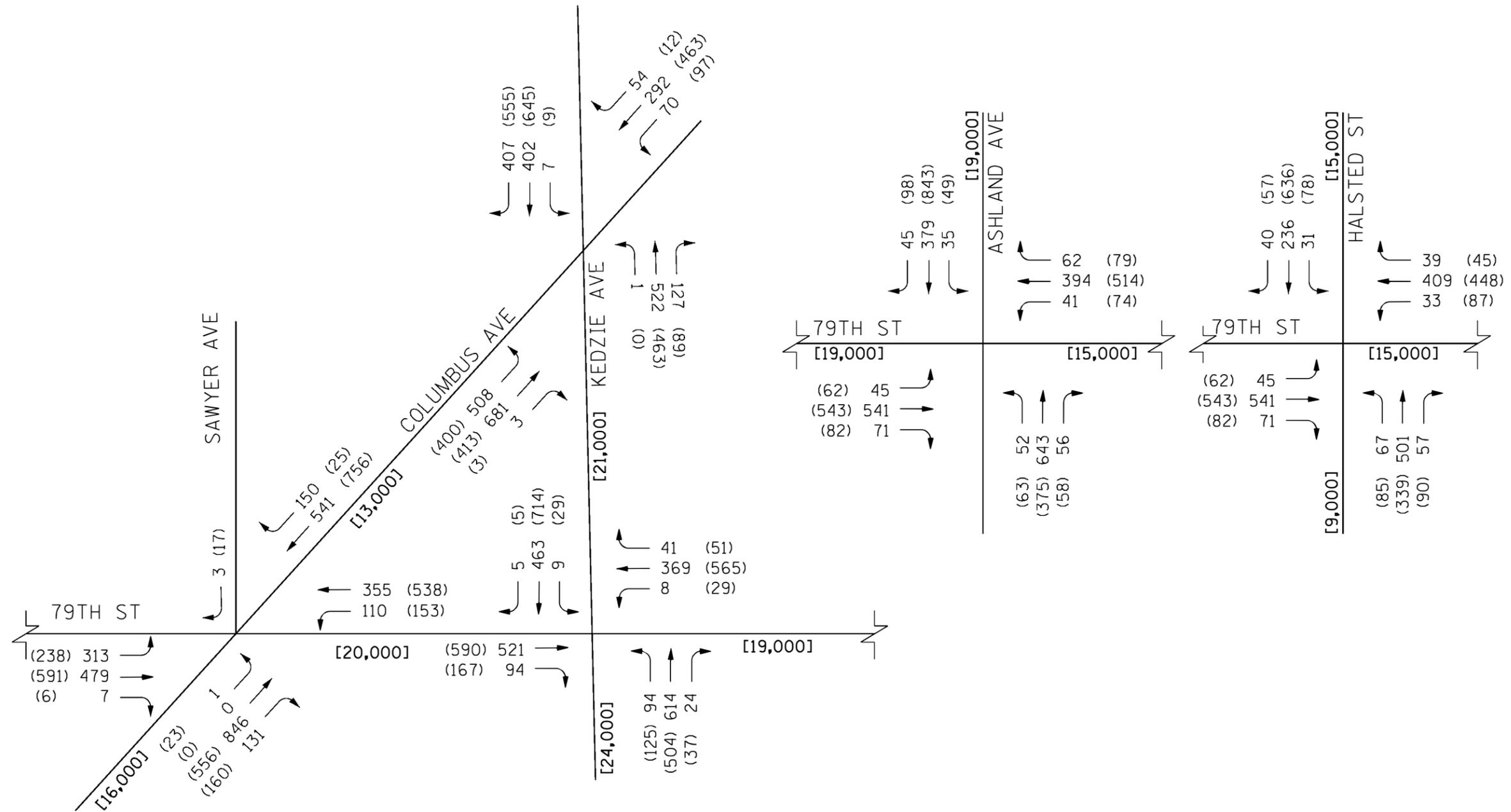
CHICAGO TRANSIT AUTHORITY  
 CHICAGO DEPARTMENT OF TRANSPORTATION  
**EXISTING TRAFFIC VOLUME**  
**79TH STREET**



LEGEND  
 AM VOLUME/(PM VOLUME)  
 [ADT]

CHICAGO TRANSIT AUTHORITY  
 CHICAGO DEPARTMENT OF TRANSPORTATION  
**EXISTING TRAFFIC VOLUME**  
**79TH STREET**

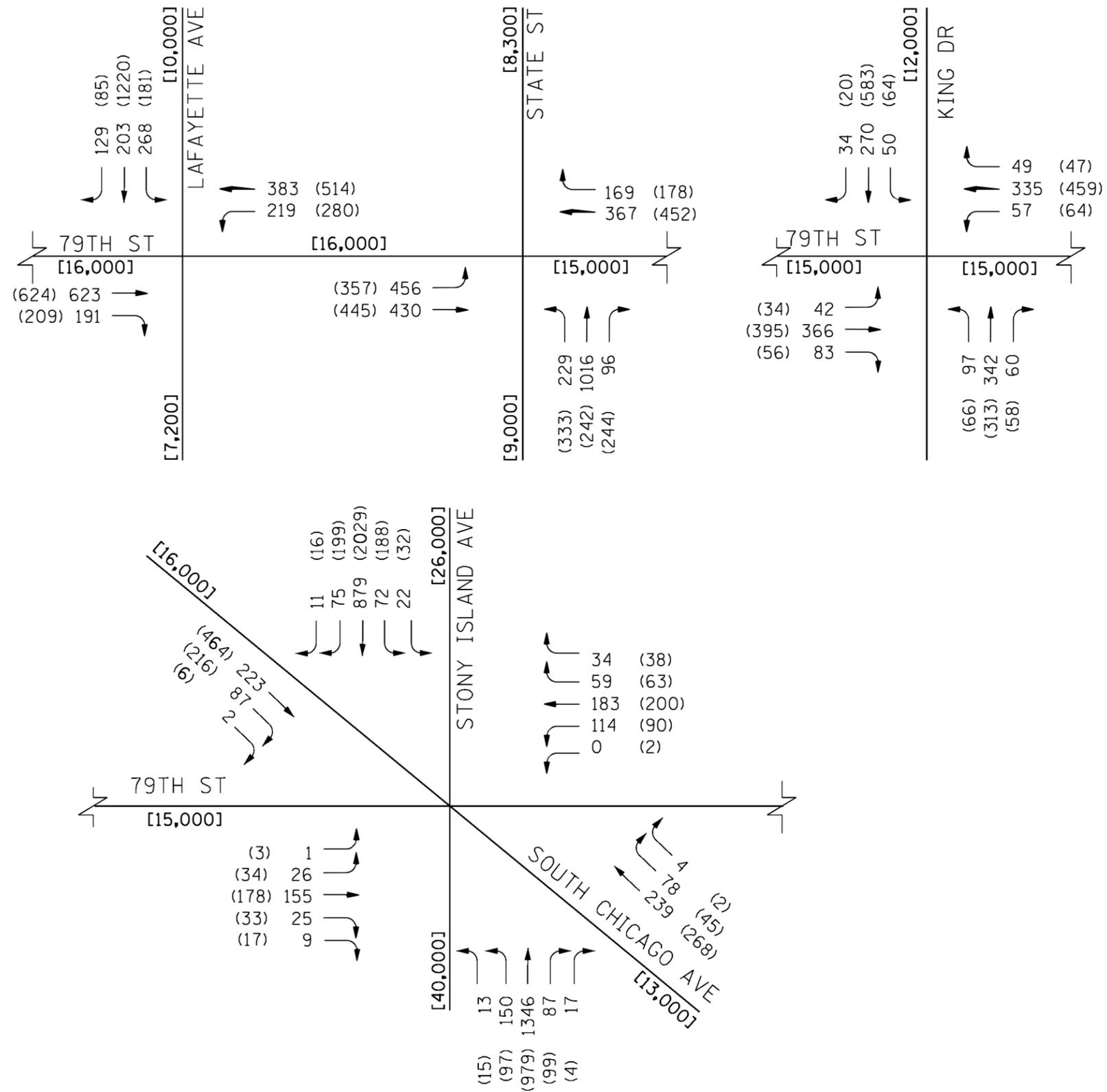
**EXHIBIT G – Projected ADT**



LEGEND  
 AM VOLUME/(PM VOLUME)  
 [ADT]

CHICAGO TRANSIT AUTHORITY  
 CHICAGO DEPARTMENT OF TRANSPORTATION  
**PROJECTED TRAFFIC VOLUME**  
**79TH STREET**

EXHIBITG-1

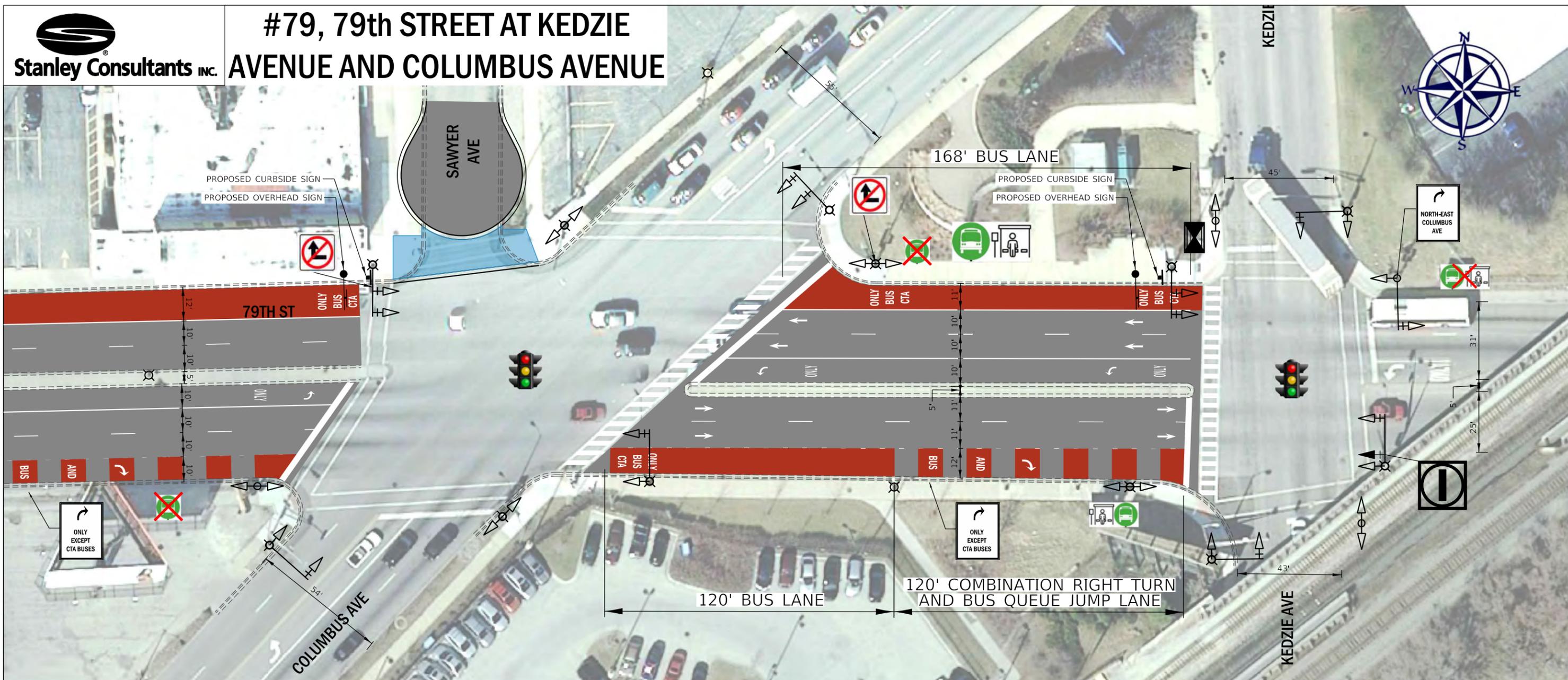


LEGEND  
 AM VOLUME/(PM VOLUME)  
 [ADT]

EXHIBIT G-2

CHICAGO TRANSIT AUTHORITY  
 CHICAGO DEPARTMENT OF TRANSPORTATION  
**PROJECTED TRAFFIC VOLUME**  
**79TH STREET**

**EXHIBIT H – Improvement Recommendations  
Kedzie Avenue at Columbus Avenue**



**EXISTING CONDITIONS LEGEND:**

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

**RECOMMENDATIONS LEGEND:**

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

**RECOMMENDATIONS:**

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION AT ALL 3 INTERSECTIONS.
  - PAVEMENT MARKINGS.
  - CONSOLIDATE EB AND WB BUS STOPS.
  - IMPLEMENT BUS LANE FOR WB 79TH ST WEST OF KEDZIE AVE.
  - IMPLEMENT COMBINED RIGHT TURN AND BUS LANE FOR EB 79TH ST AT COLUMBUS AVE AND KEDZIE ST.
  - RESTRICT WB RIGHT TURN AT COLUMBUS AVE.
  - SAWYER AVE: IMPLEMENT CUL-DE-SAC.
  - SAWYER AVE ALTERNATIVE: IMPLEMENT ONE-WAY TRAFFIC NORTHBOUND.
  - INSTALL QUEUE JUMP SIGNAL AND NEW CONTROLLER.
- LONG TERM IMPROVEMENTS:**
- RESURFACE ROADWAY.
  - RED PAVEMENT MARKINGS.
  - PEAK HOUR BUS LANE SIGN STRUCTURES.

**NOTES:**

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

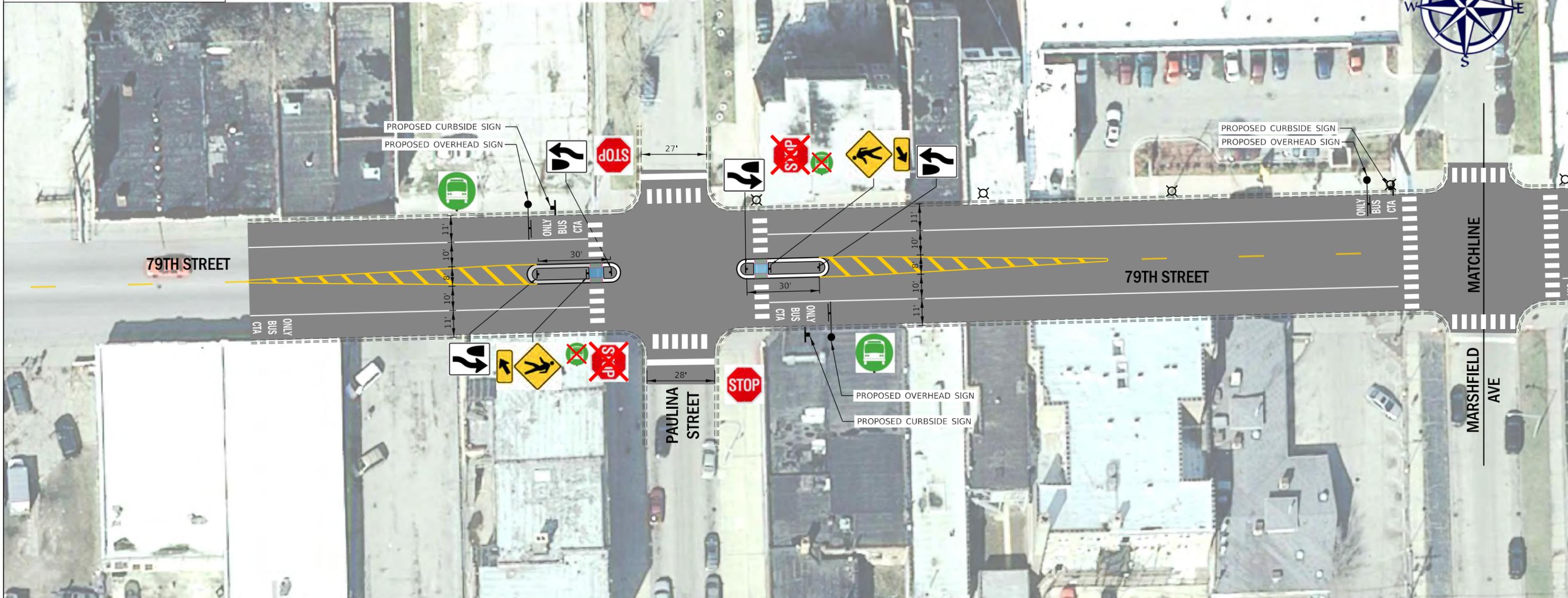
EXHIBIT H

CHICAGO TRANSIT AUTHORITY  
CHICAGO DEPARTMENT OF TRANSPORTATION

**CTA BUS SLOW ZONES  
IMPROVEMENT RECOMMENDATIONS**

**EXHIBIT I – Improvement Recommendations  
Paulina Street and Ashland Avenue**

# #79, 79TH STREET AT PAULINA STREET



### EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

### RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

### RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- PAVEMENT MARKINGS.
  - REMOVE STOP SIGNS ON 79TH ST AT PAULINA AVE.
  - PROPOSED PEAK HOUR BUS LANES.
  - PROPOSED PEDESTRIAN REFUGE ISLANDS.
  - PROPOSED PEDESTRIAN SIGNAGE.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
  - RED PAVEMENT MARKINGS.
  - PEAK HOUR BUS LANE SIGN STRUCTURES.

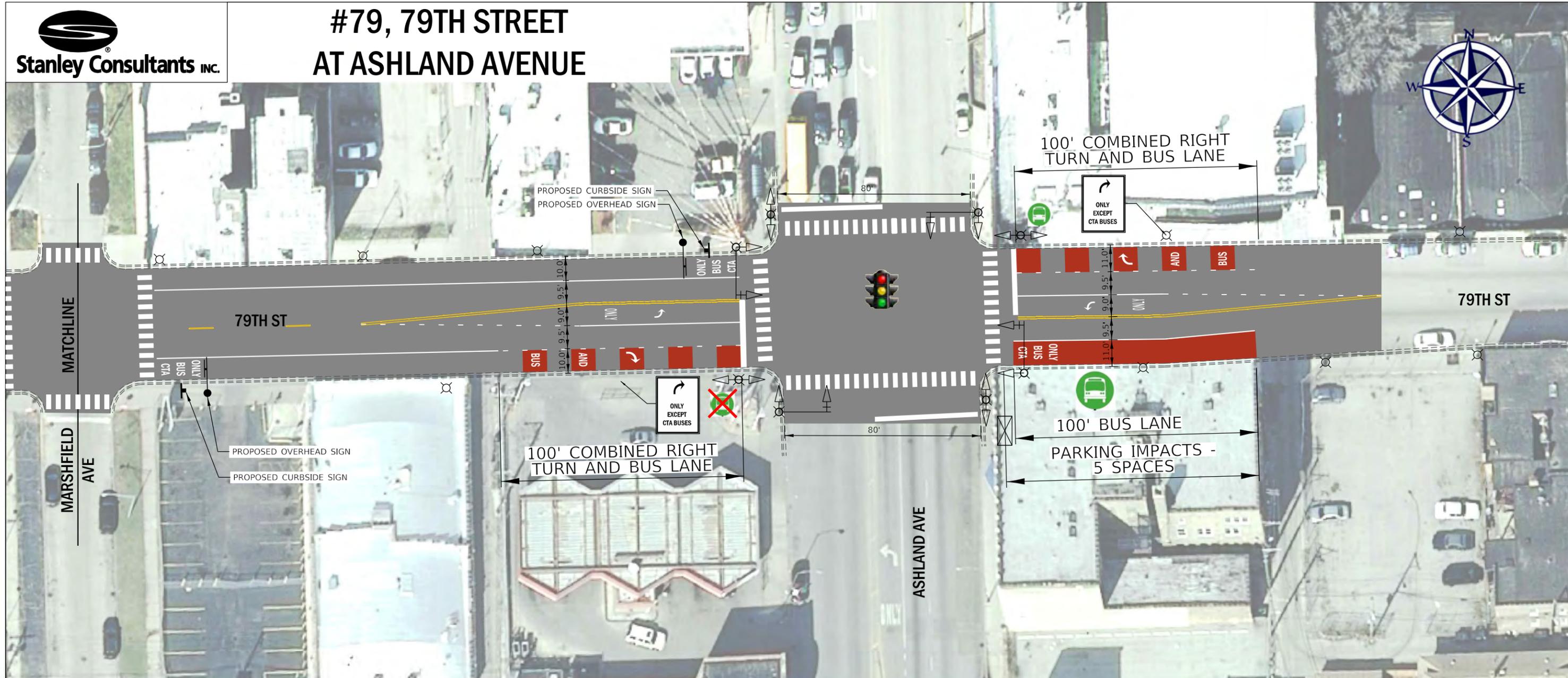
### NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB AND ARE BASED ON THE CDOT 2018 ARTERIAL RESURFACING PLANS.

EXHIBIT I

CHICAGO TRANSIT AUTHORITY  
CHICAGO DEPARTMENT OF TRANSPORTATION

**CTA BUS SLOW ZONES  
IMPROVEMENT RECOMMENDATIONS**



**EXISTING CONDITIONS LEGEND:**

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

**RECOMMENDATIONS LEGEND:**

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

**RECOMMENDATIONS:**

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
  - PAVEMENT MARKING.
  - MOVE EXISTING NEAR SIDE EB BUS STOP TO FAR SIDE LOCATION.
  - COMBINED RIGHT TURN AND BUS LANES.
  - IMPLEMENT PEAK HOUR BUS LANES.
- LONG TERM IMPROVEMENTS:**
- RED PAVEMENT MARKINGS.
  - ROADWAY RESURFACING.
  - PEAK HOUR BUS LANE SIGN STRUCTURES.

**NOTES:**

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

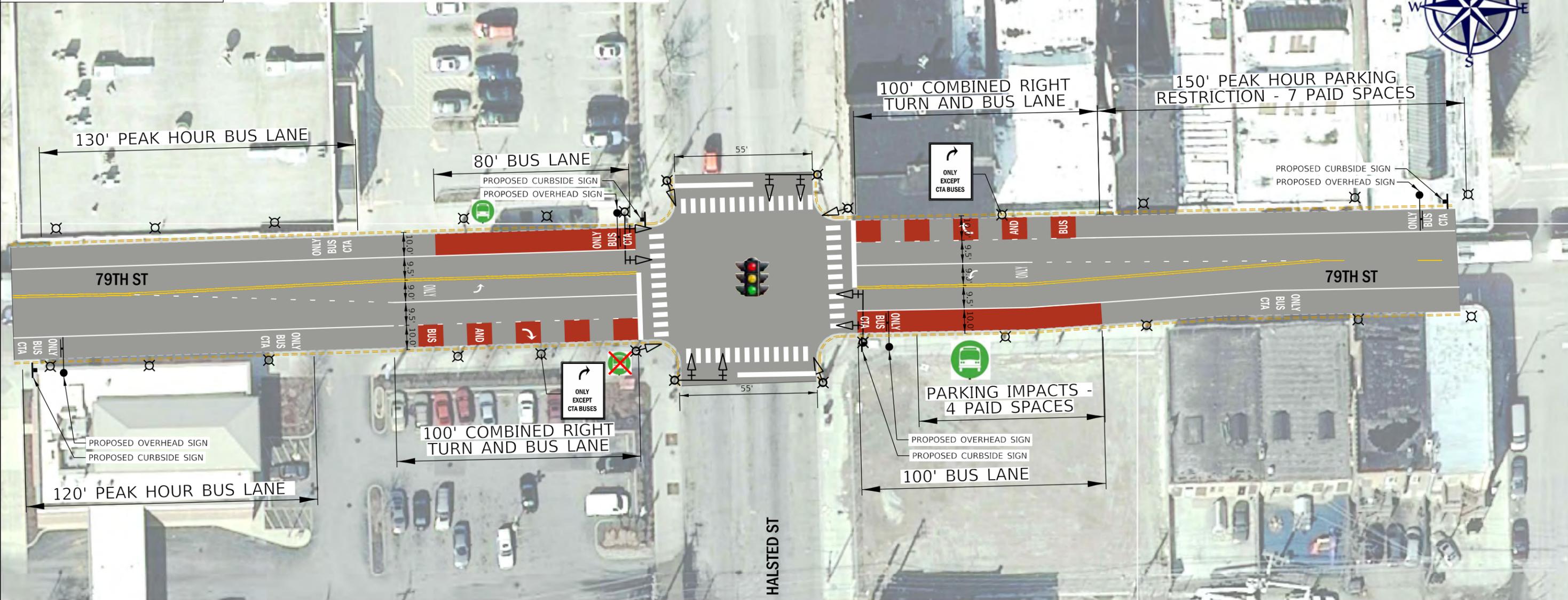
EXHIBIT I-2

CHICAGO TRANSIT AUTHORITY  
CHICAGO DEPARTMENT OF TRANSPORTATION

**CTA BUS SLOW ZONES  
IMPROVEMENT RECOMMENDATIONS**

**EXHIBIT J – Improvement Recommendations  
Halsted Street and Union Avenue**

# #79, 79TH STREET AT HALSTED STREET



### EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

### RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

### RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
  - PAVEMENT MARKINGS.
  - EB AND WB COMBINED RIGHT TURN AND BUS LANES.
  - RELOCATE EB BUS STOP TO FARSIDE LOCATION.
  - REMOVE STOP SIGN ON 79TH STREET AT PEORIA STREET.
  - PEAK HOUR BUS LANES.
- LONG TERM IMPROVEMENTS:**
- PEAK HOUR BUS LANE SIGN STRUCTURES.
  - RED PAVEMENT MARKINGS.
  - ROADWAY RESURFACING.

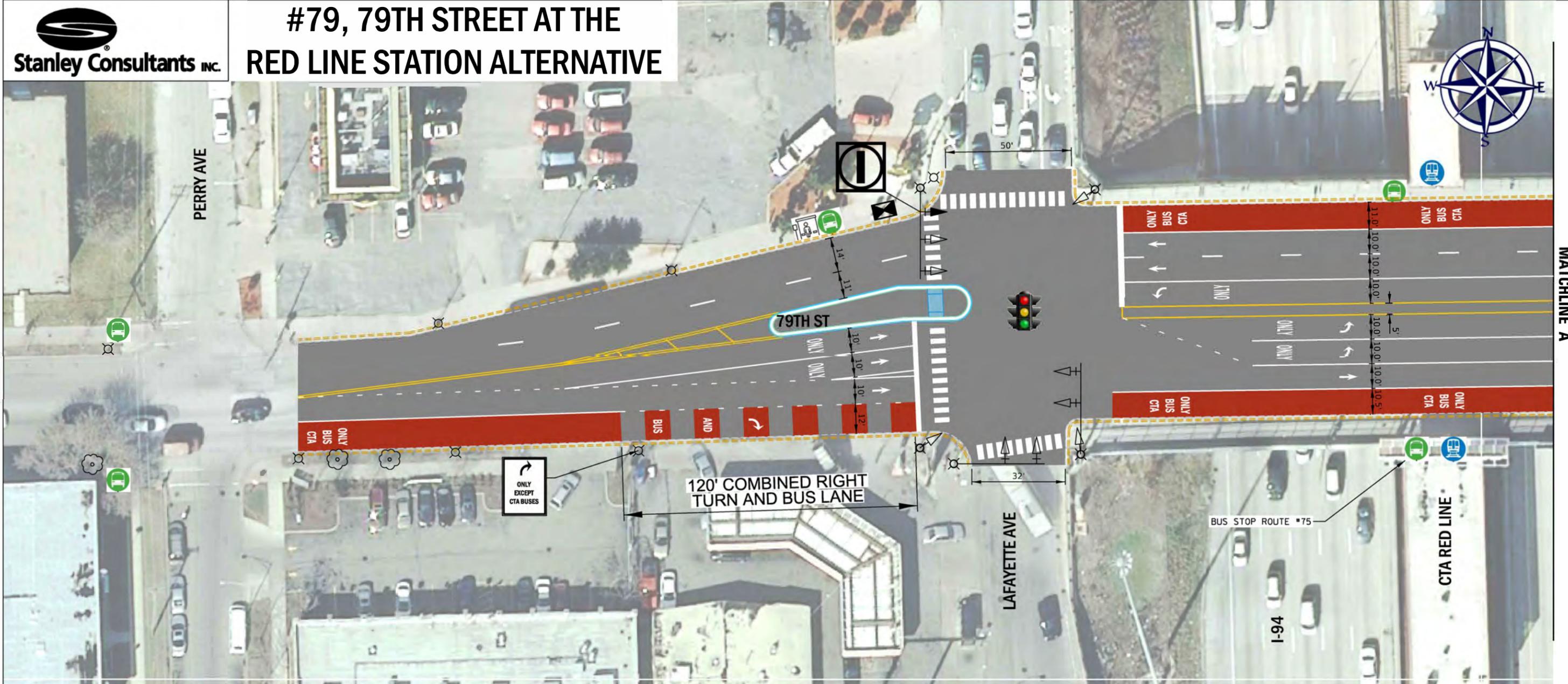
### NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT J



**EXHIBIT K – Improvement Recommendations  
CTA Red Line Station  
(Lafayette Avenue and State Street)**



MATCHLINE A

**EXISTING CONDITIONS LEGEND:**

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

**RECOMMENDATIONS LEGEND:**

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

**RECOMMENDATIONS:**

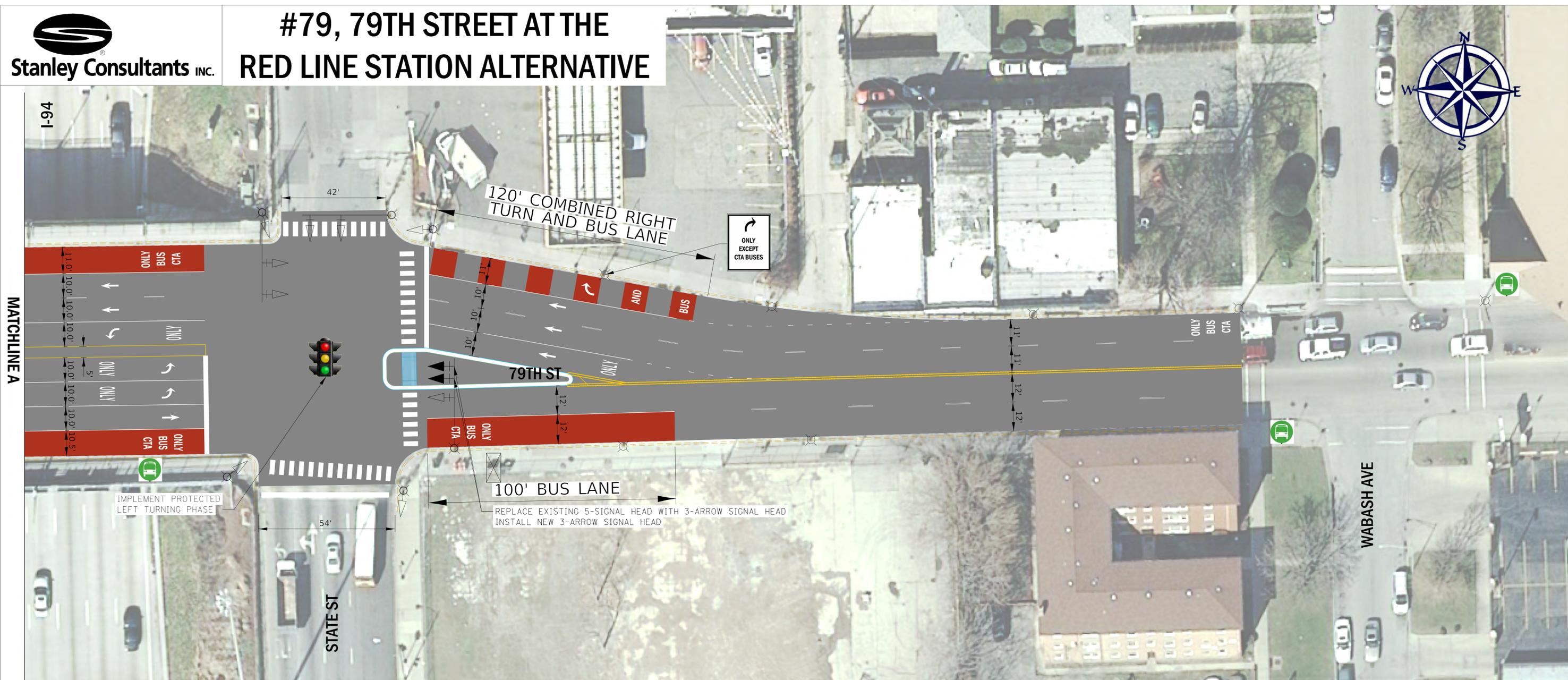
- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
  - REDUCE BRIDGE LANE WIDTHS TO ADD ADDITIONAL THROUGH LANE.
  - CONVERT EB OUTSIDE LANE AT LAFAYETTE AVE INTO A COMBINED RIGHT TURN AND BUS LANE.
  - MARK EB AND WB BUS LANES AT THE RED LINE STATION.
  - PAVEMENT MARKINGS.
  - IMPLEMENT REFUGE ISLAND.
- LONG TERM IMPROVEMENTS:**
- RESURFACE ROADWAY.
  - RED PAVEMENT MARKINGS.
  - IMPLEMENT QUEUE JUMP SIGNAL FOR WB 79TH STREET.
  - REPLACE TRAFFIC SIGNAL CONTROLLER.

**NOTES:**

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT K-1

# #79, 79TH STREET AT THE RED LINE STATION ALTERNATIVE



### EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

### RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

### RECOMMENDATIONS:

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
  - CONVERT WB OUTSIDE LANE AT STATE ST INTO A COMBINED RIGHT TURN AND BUS LANE.
  - REDUCE LANE WIDTH TO PROVIDE ADDITIONAL WESTBOUND THROUGH LANE.
  - IMPLEMENT EB PROTECTED LEFT TURN.
  - MARK EB AND WB BUS LANES AT THE RED LINE STATION.
  - PAVEMENT MARKINGS.
  - IMPLEMENT REFUGE ISLAND.
- LONG TERM IMPROVEMENTS:**
- RESURFACE ROADWAY.
  - RED PAVEMENT MARKINGS.

### NOTES:

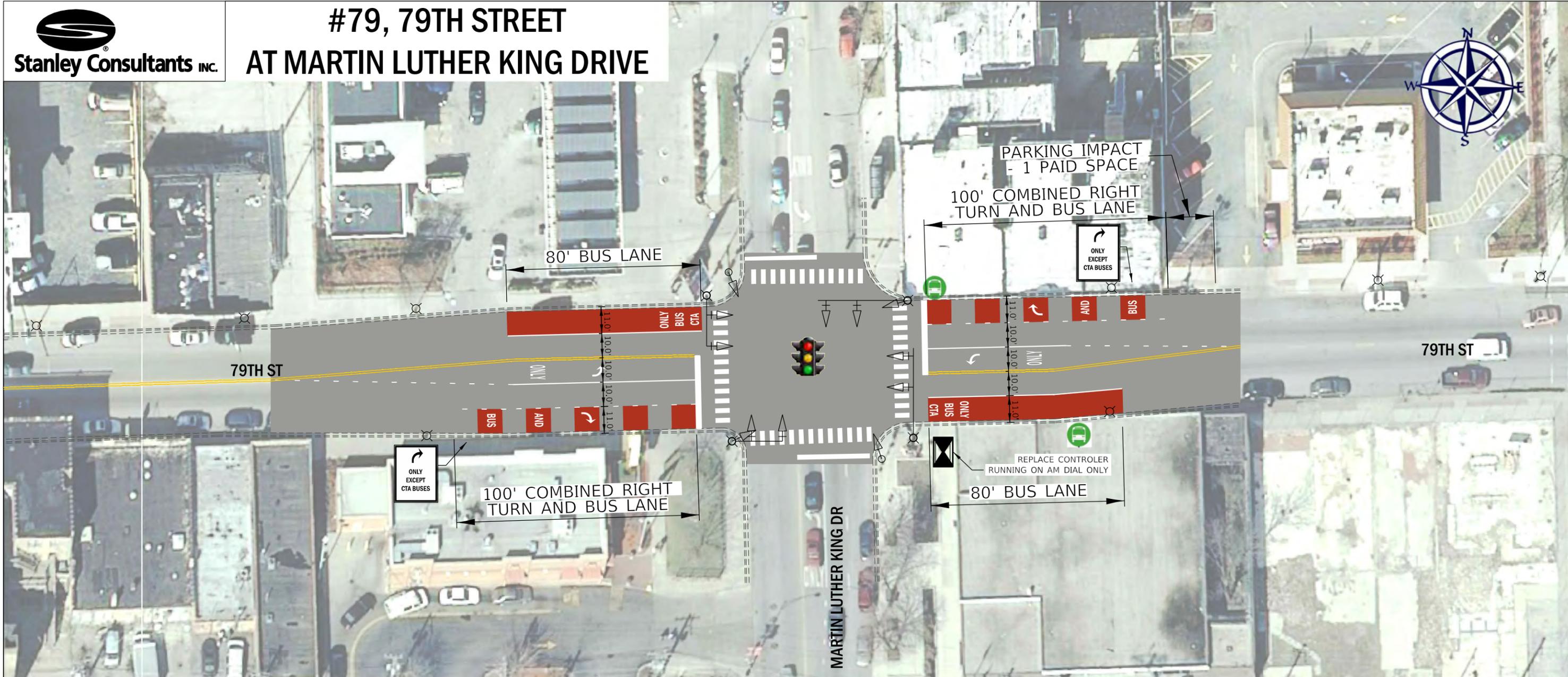
- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT K-2

CHICAGO TRANSIT AUTHORITY  
CHICAGO DEPARTMENT OF TRANSPORTATION

**CTA BUS SLOW ZONES  
IMPROVEMENT RECOMMENDATIONS**

**EXHIBIT L – Improvement Recommendations  
Martin Luther King Drive**



**EXISTING CONDITIONS LEGEND:**

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVY STATION

**RECOMMENDATIONS LEGEND:**

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

**RECOMMENDATIONS:**

- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
  - COMBINED EB AND WB RIGHT TURN AND BUS LANE.
  - PAVEMENT MARKINGS.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
  - RED PAVEMENT MARKINGS.

**NOTES:**

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

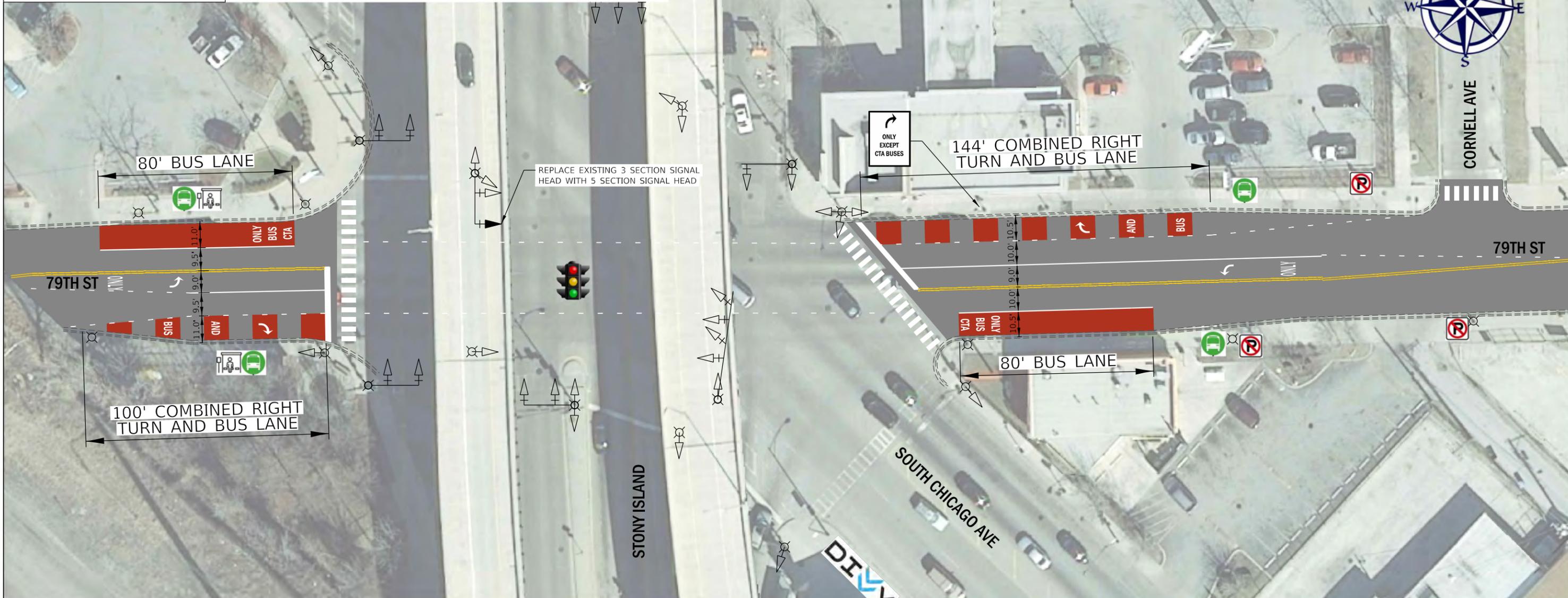
EXHIBIT L

CHICAGO TRANSIT AUTHORITY  
CHICAGO DEPARTMENT OF TRANSPORTATION

**CTA BUS SLOW ZONES  
IMPROVEMENT RECOMMENDATIONS**

**EXHIBIT M – Improvement Recommendations  
Stony Island Avenue and South Chicago Avenue**

# #79, 79TH STREET AT STONY ISLAND AVENUE



### EXISTING CONDITIONS LEGEND:

- LANE CONFIGURATION
- LIGHT POLE
- TRAFFIC SIGNAL MAST ARM
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL WITH BACKPLATE
- BUS STOP
- NO PARKING
- BUS STOP WITH BENCH
- BUS STOP WITH SHELTER
- CTA SUBWAY STAIRS
- TRAFFIC SIGNAL POST
- TRAFFIC SIGNAL CONTROLLER
- LIGHTING CONTROLLER
- DIVVY STATION

### RECOMMENDATIONS LEGEND:

- TRAFFIC SIGNAL TIMING OPTIMIZATION
- NEW TRAFFIC CONTROLLER
- IMPLEMENT QUEUE JUMP SIGNAL
- PROPOSED BUS STOP
- REMOVE BUS STOP
- SIDEWALK MODIFICATIONS
- PEAK HOUR BUS LANE

### RECOMMENDATIONS:

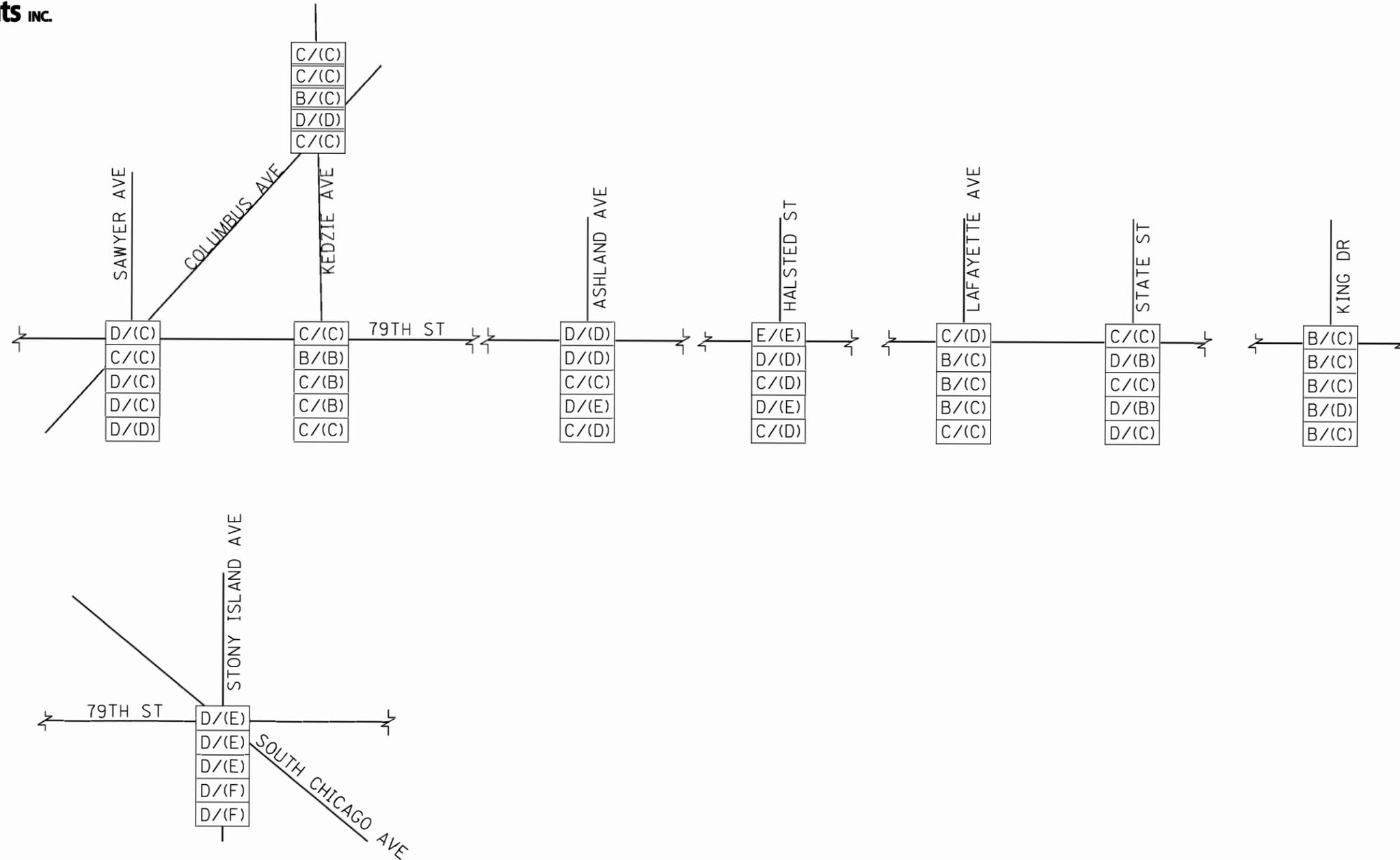
- SHORT TERM IMPROVEMENTS:**
- TRAFFIC SIGNAL TIMING OPTIMIZATION.
  - PAVEMENT MARKINGS.
  - PROPOSED EB AND WB COMBINED RIGHT TURN AND BUS LANES.
- LONG TERM IMPROVEMENTS:**
- ROADWAY RESURFACING.
  - RED PAVEMENT MARKINGS.
  - ADD WB PROTECTED LEFT TURN PHASE.

### NOTES:

- ALL DIMENSIONS ARE FACE TO FACE OF CURB

EXHIBIT M

## **EXHIBIT N – LOS Exhibit**



LEGEND

- EX VOLUMES, EX GEOMETRY, UNOPTIMIZED - AM LOS/(PM LOS)
- EX VOLUMES, EX GEOMETRY, OPTIMIZED - AM LOS/(PM LOS)
- EX VOLUMES, PR GEOMETRY, OPTIMIZED - AM LOS/(PM LOS)
- 2040 VOLUMES, EX GEOMETRY, OPTIMIZED - AM LOS/(PM LOS)
- 2040 VOLUMES, PR GEOMETRY, OPTIMIZED - AM LOS/(PM LOS)

EXHIBIT N

CHICAGO TRANSIT AUTHORITY  
 CHICAGO DEPARTMENT OF TRANSPORTATION  
**INTERSECTION LEVEL OF SERVICE**  
**79TH STREET**